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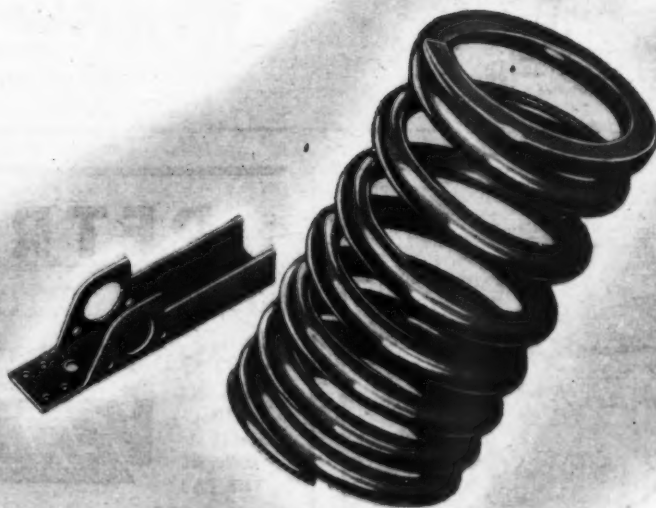
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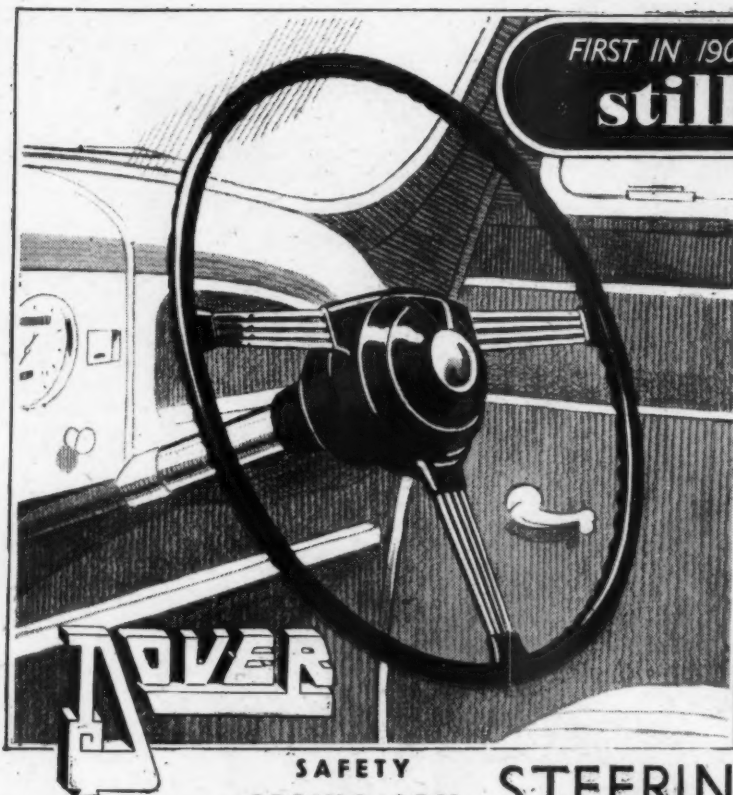
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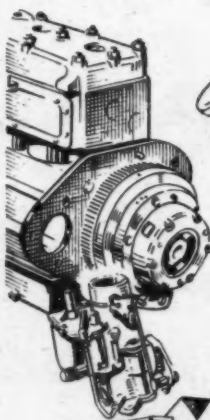
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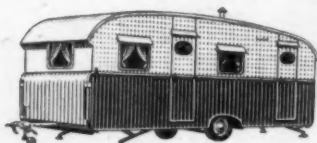
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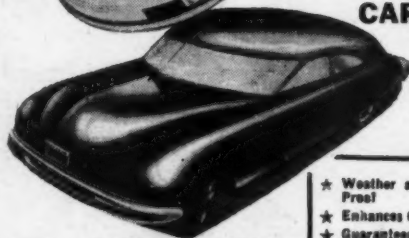
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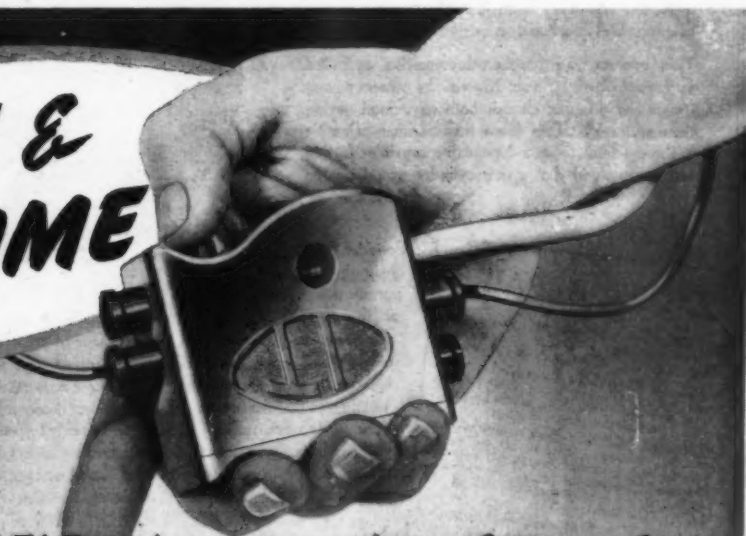
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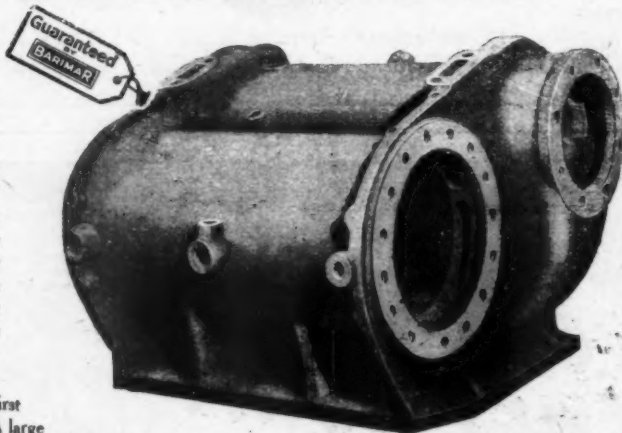


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The Autocar

FOUNDED 1895

No. 2849

FRIDAY, JUNE 9, 1950

Vol. XCV

Weakest Link

IF we were asked to name the weakest link in the chain of components that make up the suspension of the typical quantity production car we should reply the spring damper. These are hard words about a device that has assumed, perhaps, the pre-eminent position in providing comfort and stability, but it is precisely because of its importance that impaired efficiency is so noticeable.

Conflict is inherent in the fitting of dampers to "popular" cars. The manufacturer requires the lightest and most economical damper for the model in question; yet the duties of the component demand a fairly massive, precision-built—and consequently expensive—device. At present the inevitable compromise is not too happy, for restricted space helps to tip the balance too much towards the manufacturer, and some types of spring damper are proving disappointing.

A probable additional reason for this is that suspension design has lately moved towards pronounced softness. This must, of course, increase the amplitude of the suspension movement over which the damper has to exercise control. At the same time, increased speeds on corners have demanded additional control of spring action, and the net result is that the work done by the damper is greater than ever before. It says much for the makers of such units that they have been able to cope with the softness of springs fitted to the most modern cars within the limitations imposed by their customers, but we feel that the time has come when public and manufacturer should allow them a little more elbow room in space, price, and materials.

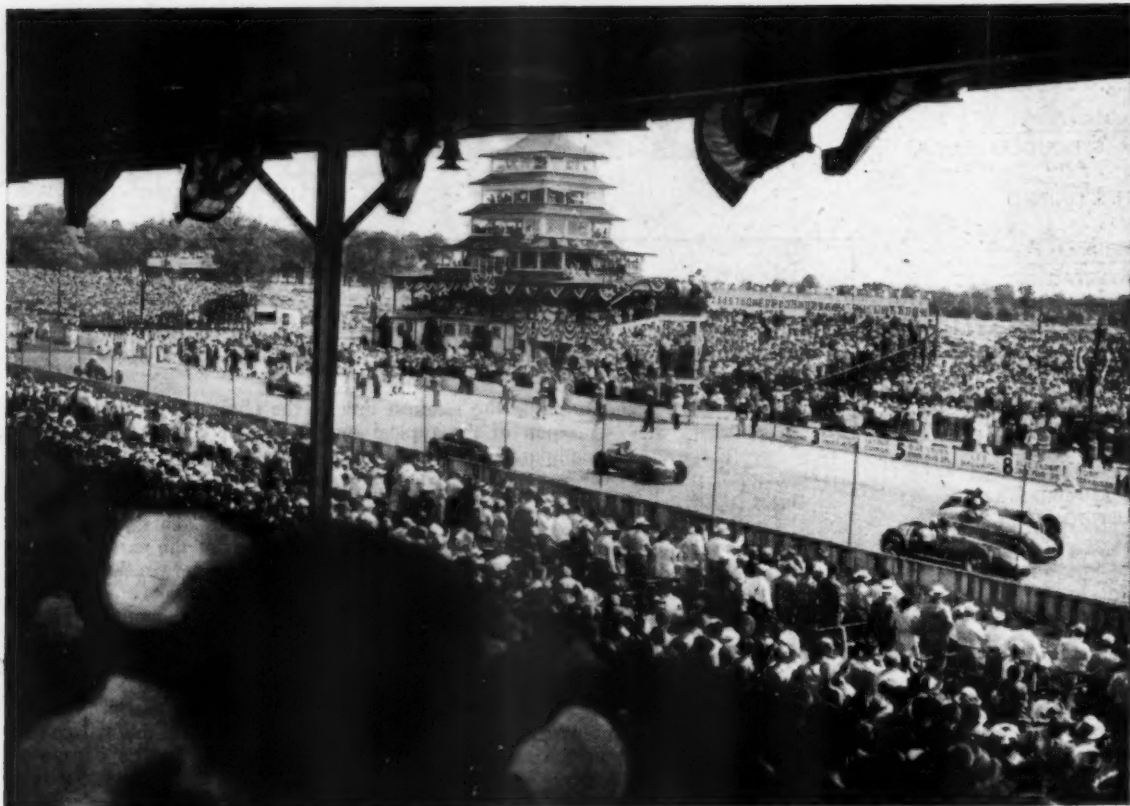
Ultimately the permission must be granted by the motorist, who must accept a higher price and, possibly, a little more weight. As regards weight the amount is negligible in terms of performance, and this objection can be dismissed. With price—which can be very high for first-class dampers—short-term expense can none the less result in long-term economy. The little more for the adequate damper is saved by the elimination of subsequent servicing charges.

Strangulation Policy

WITH one statement in Sir William Rootes' address to the Royal Society of Arts, discussed last week, the whole road transport world will concur. "We must have broad highways," said the Rootes chairman, "not only in the country, but also in the cities. If we cannot go over we must go under, and vice versa, but at all costs we must give a freer and speedier passage to traffic."

It seems that only in Government circles is the need for roads unappreciated, in spite of the lessons of history and the warnings of economists and engineers. The Government should study once again the effect of General Wade's road policy in the Highlands; this lesson comes from the history books. In the United States a similar lesson is being taught at the moment, unparalleled standards of living and industrial activity resulting from unshackled road construction.

In this country no such enlightenment exists. At a time when the expansion of industrial activity is of predominant importance, suspension of road works has been ordered to save money. The mackerel is disdained because the sprat costs tuppence. But the position is even more serious than mere suspension suggests. Road traffic is increasing all the time. London, say the best scientific authorities, is approaching strangulation, and elsewhere decay of existing roads is seriously advancing. The county surveyor of Worcestershire has reported that many miles of minor roads in his county are in danger of becoming impassable, but when the Minister of Transport was confronted with this, he replied lamely that he had seen only a Press reference to the report, and that he had no powers to give financial assistance towards unclassified roads. This is not good enough.



From the grandstand the cars are seen forming up for the start. (More pictures on pages 664-665).

RAIN STOPS RECORD INDIANAPOLIS

PARSONS SETS NEW HIGH FOR 345 MILES

From John Bentley, Indianapolis, May 31.

JOHNNY PARSONS, America's Triple A champion, driving an Offenhauser-powered Wynn's Friction Proof Special, won the thirty-third Indianapolis 500 Mile Race at an average speed of 124.001 m.p.h., setting up a new record for a distance of 345 miles, at which point rain stopped the race. His total time was 2 hr 46 min 55 sec. Bill Holland took second place with a front-drive Blue Crown Special at 122.638 m.p.h. Mauri Rose, in an Offenhauser-engined Howard Keck Special, finished third at 121.778 m.p.h. This was the first Memorial Day 500-mile race since 1926 to be cut short because of rain.

Parsons, driving with great determination and brilliant consistency, broke thirteen track records set up by Bill Holland, Jimmy Snyder, Louis Meyer and Wilbur Shaw in previous years, achieving new records at 25-mile intervals from the 50-mile mark to the premature end of the race.

HALFWAY round the first lap, Walt Faulkner (Offenhauser Grant Piston Ring Special), who held pole position by reason of the fastest qualifying lap at 134.434 m.p.h., was in the lead, but Mauri Rose quickly passed him and stayed in first position for nine laps, after which Parsons jumped up from third place behind Fred Agabashian in another Wynn's Friction Proof Special, assumed the lead and kept it (with the exception of a pit stop interval) until the chequered flag. The only serious challenge by Rose was at the end of

the 33rd lap when he overtook Parsons for a few hundred yards, but Parsons immediately met the challenge and was again ahead at the start of the 34th lap.

At 25 miles the order was Parsons leading Rose by 10 sec, with Agabashian third, Faulkner fourth and George Connor, in one of the four Blue Crown Specials, fifth. Connor's car was one of the two rear-drive cars in the team, the other being in the hands of Lee Wallard. At 50 miles it was Parsons, Rose, Paul Russo (Russo Nickel Special) who had come through to third position,

with Tony Bettenhausen in the other front-drive Blue Crown lying fourth and Faulkner fifth. Faulkner, despite his unheard-of qualifying speed, was a newcomer to the track and found the going somewhat tougher than he had expected.

Already, by the 23rd lap, the sky was noticeably overcast, but a strong breeze held off the rain. Cars were spread out all round the track and the leader had lapped the field. Until then the Blue Crown stable was content to play a waiting game, but then team-owner Lou Moore signalled Bettenhausen to overtake Rose.

On the 30th lap Bettenhausen closed the gap to 100 yards, but eight laps later the challenge petered out when Bettenhausen retired with a broken fly-wheel bearing. The absence of both the redoubtable V eight supercharged Novi specials through failure to qualify took some of the zest out of the race, but Parsons, his yellow Kurtis Kraft machine going perfectly, went on to set up a new track record for 100 miles at 124.997 m.p.h., easily bettering Wilbur Shaw's 1939 record of 123.441 m.p.h. for the distance. At this point the order was Parsons and Rose, with Agabashian's Wynn Special third, having moved up from fifth place. Paul Russo lay fourth and Bill Holland's Blue Crown fifth, responding well to pit signals to go after the leaders.

Meanwhile, on its 52nd lap, the six-



Just after the rain began: Jack McGrath gyrates while other cars are seen in clouds of spray.

cylinder supercharged Cummins Diesel Special, which had been running consistently in twelfth place, retired with a broken crankshaft damper. This was the only machine in the field not powered by a four-cylinder Offenhauser unit. Fifty miles later, Mauri Rose had lost ground to the leader and Jack McGrath lay third in a Kurtis Kraft Hinkle Special. The latter had unobtrusively but steadily worked his way up through the field, overtaking five cars in the space of 25 miles. Faulkner was fourth, Agabashian fifth, Russo sixth and Bill Holland seventh.

Both Rose and Holland appeared to have slowed somewhat in order to conserve tyres and the Blue Crown stable was biding its time. Holland was actually one lap behind the leader. Soon after, Agabashian's Wynn Special retired with supercharger trouble and he was asked to relieve Henry Banks, a slower driver in an Offenhauser I.R.C. Special, who was suffering from oil burns on the legs. To this he agreed after a brief rest, though the I.R.C. was the noisiest car in the race.

Waltz Time

The three leading positions remained unchanged for the next twenty laps, but a game of musical chairs went on among the rest of the field. Bill Shindler, in an Auto Shipper's Special, spun three times on the treacherous north-east curve but avoided the wall and finished on the inside apron. Within 30 seconds, Jackie Holmes, in a Norm Olsen Special, put on a repeat performance at exactly the same spot. He, too, escaped disaster, but the caution light was on for 2 min 40 sec, during which all cars kept station.

At 200 miles the first three were still unchanged, but Faulkner lost two places to Russo and Holland, in that order, and with Agabashian out, Joe Chitwood in a Wolfe Special moved into seventh place. Parsons' average speed at this distance was 126.038 m.p.h., handsomely beating Jimmy Snyder's 1939 record of 120.966 m.p.h.

The tyres of the leading cars now began to show the effect of their terrific gruelling and it became a matter of who would have to stop first. Excitement ran high as Parsons pulled in on the 106th lap and he got a big ovation when he moved out again, having changed two wheels and refuelled in 90 sec. Rose now went into the lead with an advantage of 25 sec over Parsons, who

momentarily fell back to fourth place.

Three laps later it was Rose's turn to come in, letting Holland into first place. Rose's pit stop took only 1 min 22 sec, despite a fire caused by an overflow of fuel that threatened to destroy the car. Holland, hotly pursued by Parsons and Rose, kept the lead for 12 laps when he, too, had to make a pit stop. Effective pitwork enabled him to change wheels and refuel in 67 sec, but by then Parsons had overtaken Rose and was back in the lead.

At 345 miles, when a downpour called off the race, the final ten placings were:

RESULTS

Race stopped by rain, at which point leader had covered 345 miles of 500-mile race distance

1. Wynn's Friction Proof Special (Johnny Parsons)	124.001 m.p.h.
2. Blue Crown Special (Bill Holland)	122.638 m.p.h.
3. Howard Keck Special (Mauri Rose)	121.778 m.p.h.
4. John Zink Special (Cecil Green); 5. Wolf Special (Tony Bettenhausen); 6. Blue Crown Special (Lee Wallard); 7. Grant Piston Rings Special (Walt Faulkner); 8. Blue Crown Special (George Connor); 9. Russo Nickel Special (Paul Russo); 10. Granatelli-Sabourin Special (Pat Fishery).	

All with four-cylinder Offenhauser engines.

23 cars still running at finish; 19 retirements. Notes.—Cecil Green—a new name in the Indianapolis hierarchy—is a "rookie" driver of promise, and can feel well satisfied at having brought the John Zink Special home fourth. Tony Bettenhausen (fifth in the Wolf Special) was substituting for Joe Chitwood.

At the Blue Crown pit: in the foreground are four of Lou Moore's cars, driven by Bettenhausen, Wallard, Connor and Holland.



Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Prices

WHILE I have no room for the "wangler" in car matters I am a little impatient with those who insist that secondhand prices are a "racket." They are nothing of the sort. They are extremely high, but they are the prices that the public is willing to pay, otherwise they would drop. If those who complain wish to sell a house, an odd armchair or even a car, do they firmly insist on a "moral" price, or take what the public will give? And has none of them ever sold anything by auction, which is a means of getting the highest price the public will pay? Comparisons with the prices of new cars get us nowhere. One is a controlled market, the other uncontrolled, and the premium is on scarcity with availability; availability is lacking with new cars. And it is no answer to say that before the war the prices were within reach but now they are not; that is merely a paraphrase of the statement: "Owing to the war my standard of living has dropped." Whose hasn't?

Trust

THE proprietor of a country garage visited a main distributor to collect some spares. When the storekeeper presented the bill he produced his cheque book.

The store-keeper shook his head. "I'm sorry, sir, but we no longer accept cheques for spares." The customer pleaded with him, explaining that it meant a journey of twenty miles to collect the cash and the spares were urgently needed.

The storekeeper was adamant. He could not accept a cheque. Then an idea struck him.

"Look, sir, you take the spares and bring the money next time you are in town."

Suspended Garage . . .

ONE of my neighbours has been leaving his Anglia in the driveway to his house, neatly covered with balloon fabric. Now, however,



Late for the office.

the mechanical mind has evidently been put to work.

He has produced strong cord which is sewn at one end to the centre of the fabric and is looped over an overhanging branch of a tree, the other end reaching down to a peg fastened to the trunk. The operational procedure is simple. In the morning Mrs. Neighbour nips outside and hauls up the light fabric, flicking the loose cord round it once to prevent it blowing about, and secures it by the peg. Mr. Neighbour, late for the office as usual, leaps into the car and is away.

The advantages of the system are obvious because, apart from the time-saving aspect, the sheet dries out properly if it has been raining during the night—which is to be preferred to rolling it up wet and letting the rot set in. I know not whether Mrs. N. awaits his return in the evening.

♦ ♦ ♦

. . . and Airborne

STORIES filter through to the Old Country from the Wide Open Spaces about cars being hurled by the wind into waiting gorges or the adjacent ditch, but even this country has its wind-power. The homestead of relatives was recently thrown into panic during an early morning gale when a soundly constructed timber garage, sited many years ago at a



Decided to take wings.

windy corner of the hill-top house, decided to take wings.

The neighbouring fields were soon ringing to the sound of sledgehammers striking robust tent pegs and staves. Fortunately the garage is still standing even though its position has been changed by about a yard or so.

♦ ♦ ♦

To Be or Not to Be?

THIS happened at Silverstone. As I stood at Club Corner watching the Alfes hurtling by, I noticed that with my eyes focused on the straw bales the passing car, though more than a blur, lost all detail, but if I concentrated on the car then the straw bales seemed to fly away be-

hind whilst every detail of man and machine was clear. This is, of course, like "panning" a camera. Remark- ing on this to my companion I discovered, too late, that like so many people these days he suffers from ill-digested science digests, if you follow me.

It seems that some 2,000 years ago, Plato, in one of his similes, likened humanity to people in a cave chained to a bench, and only able to look ahead. Behind them the "realities" pass before a fire which throws shadows on to the wall in front of the benchmen, who mistake the shadows for the realities. (All this whilst the cars—or should I say their shadows—hurtled past a few feet away.) It seems, too, that our eyes really do deceive us and that a great part of the external world is of our own projecting, and that if we were not around, the world as we know it would have no existence.

This shook me even more than did the Alfes and after the race I approached one of the red shadows and gave it a cautious dig. In my ignorance it seemed real and tangible enough but my companion pointed out that at one stage in the process of touch the Alfa existed for me only as an electrical impulse in my nerve fibres. The *coup de grace* came when, Alfes aside, he seriously began to question whether we ourselves existed at all.

♦ ♦ ♦

Fido in Style

WHATEVER the controversy about the right of dogs to be permitted in cars, the holiday ensemble I saw recently, on the A40 London-South Wales route, had gone to unusual lengths to find their own solution. The luggage locker lid was hinged down and in a very well finished box with a glass rear panel reposed Fido. The passengers' luggage was mounted on top of this and on the roof of the car.

The system seemed fairly foolproof except that the dog lovers had not taken the sun into account. Fido seemed to be suffering from the heat of this greenhouse effect and, be it said, from the additional pitching effect of this position.



Greenhouse effect.



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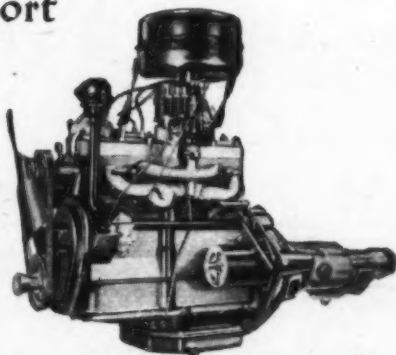
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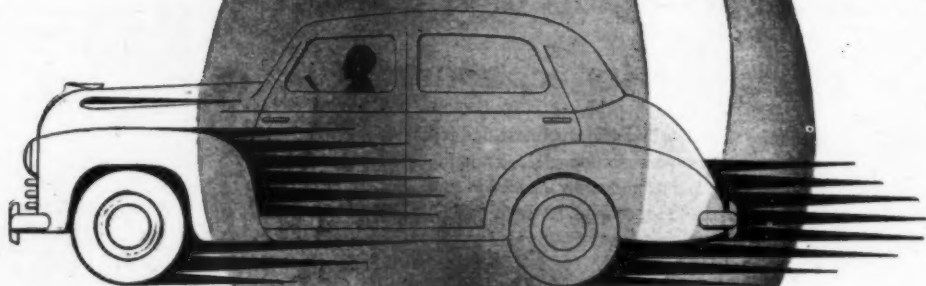
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VAUXHALL 1903



Science never stands still . . .



VAUXHALL 1950

One of the great features of modern motor-car design is the high thermal efficiency of the engine. But high thermal efficiency makes heavy demands on the lubricant employed. With the combined resources of Price's and the Anglo-Iranian Oil Company, Energol has been produced to match the needs of the modern engine. It means easy starting in cold weather, smooth running in hot weather, freedom from corrosive elements, and long life for the engine.

PRICE'S ENERGOL

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NEWS and VIEWS

AUSTRALIA TO BUILD SMALL FRENCH CARS

Cairo International Show

IT has now been decided that the second international motor show will be held in Cairo from December 5 to 20. It will be the first since the war and will probably arouse considerable interest throughout the Middle East and among manufacturers interested in expanding sales in that market.

Labour Saving

THE Mechanical Handling Exhibition is in full swing at Olympia and will remain open until June 17. Visitors are known to be arriving at the show from 28 overseas countries to see the world's largest display of labour aiding equipment.

Towards the B.R.M.

IN the presence of the Right Hon. Aneurin Bevan, Mr. A. G. B. Owen, O.B.E., chairman of the Rubery Owen Organization, presented a £10,000 cheque to Mr. Donald H. McCullough, chairman of the British Racing Motors Research Trust, at a luncheon in Tredegar, Monmouthshire, on Wednesday, June 6, when opening a new factory of the Owen Organization.

Hydraulic Brakes for Volkswagens

LOCKHEED braking (manufactured under licence by Alfred Teves and Company) is now being standardized on Volkswagens. Another innovation is the automatic regulation of the air-stream used for engine cooling. A set of shutters placed in the air entry of the duct which houses the cooling fan, and governed by a thermostat, controls the amount of air which is passed over the cylinders. The price of the standard saloon is at the same time being reduced.

Insurance

AS stated last week, the reduced rate of insurance has ceased with the cessation of half-rate tax and the full premium becomes due on renewal of insurance or Road Fund licence, whichever is the sooner. Insurance companies are carefully watching the increased motoring as a result of petrol derationing and insurance circles believe that an increase in premiums cannot be long avoided. Latest figures for motor business show only a tiny margin on the immense turnover and it is feared that increased traffic will cause this to disappear.

Manufacture Down Under

A POPULAR type small car to a French design, but fitted with an Aspin two-cylinder engine, is to be built in Australia by the Hartnett company. The aim is to produce 500 cars a month by the end of the year, the engines being made in England by F. M. Aspin and Co. of Bury, Lancashire. Among other components to be made in this country is the gear box, which will be produced in Wolverhampton.

Petrol Up Again

THE rise in price of petrol to 3s 0½d, 3s 1d and 3s 1½d, depending on zone, has caused a few hard words in view of the Minister of Fuel and Power's statement at the time of derationing that no price change was involved. Actually the Minister was strictly correct. Derationing of itself has caused no price rise, but, as explained last week, Gulf prices—on which world prices are based—have advanced by about a penny since the last price rise instituted by the oil companies, and the latest rise brings British prices back into line with world prices. Motorists who visualize the possibility of being handed a packet of pins in lieu of a farthing at the pumps may save themselves the worry by remembering to order in twos or multiples thereof.

Price history of petrol since 1914 is contained in the table alongside.

PETROL PRICES

January	1914	1s 9d
September	1917	4s 1d
August	1920	4s 3½d
April	1922	1s 0½d
September	1932	1s 7½d
May	1933	1s 5d
November	1935	1s 6d
March	1934	1s 6d
May	1935	1s 6d
January	1937	1s 6½d
February	1937	1s 7d
April	1937	1s 7½d
July	1937	1s 7d
February	1938	1s 6½d
April	1938	1s 7½d
May	1938	1s 7d
September	1939	1s 6d
October	1939	1s 8d
November	1939	1s 8½d
December	1939	1s 10d
May	1940	1s 11½d
September	1940	2s 0½d
February	1942	2s 1½d
August	1945	1s 11½d
November	1945	1s 11d
May	1947	2s 0½d
September	1947	2s 1½d
June	1948	2s 1d
June	1949	2s 0½d
October	1949	2s 3d
April	1950	3s 0d

There has been no change in the position with regard to the withdrawal of overtime working by a section of the printing industry. A slight reduction in the number of pages in *The Autocar* accordingly continues to be unavoidable.

TOURING ABROAD

R.A.C. Handbook

THE R.A.C. have now produced a 1950-51 *Continental Handbook*. As the name suggests, the book gives information about hotels, shipping, currency exchange rates, and details of the R.A.C. services available overseas. The associate section of the club, 85, Pall Mall, London, S.W.1, is responsible for its compilation and publication, price 3s to members and 5s to others.

Caravanning in Sweden

IT is now possible for a party of four, motoring in Sweden, to hire a caravan for one month, at a cost (without equipment such as bedding and crockery) of Kr 500, or £34 approximately. A company called the Appendo Caravan Hire Company, Box 648, Gothenburg, Sweden, has been formed, to which application for full details should be made. There is a proportional scale of charges for shorter periods, and it is necessary to pay a booking fee of a quarter of the rental at the time of engaging the caravan.

Hire-car Tour

IN preparation for the 1950 tourist season, Godfrey Davis, Ltd. have now made their Morris Oxford saloons, previously reserved for overseas visitors, available for general hire use. A self-drive service has also been inaugurated for Continental touring. Details are available from the company at 7, Eccleston Street, London, S.W.1.

Tours by private car throughout the Continent and for foreign visitors in Britain have now been planned by Rollason Car Tours, of 49, St. Martin's Lane, Trafalgar Square, London, W.C.2. Linguist chauffeurs are provided, and the cars and interpreters are at the service of the passengers throughout the tour. These chauffeur-couriers also carry out all administrative matters from booking hotels to tipping waiters. Apart from

the quoted programme of tours, individual itineraries can also be arranged for the requirements of the parties concerned. Information is available direct from the company.

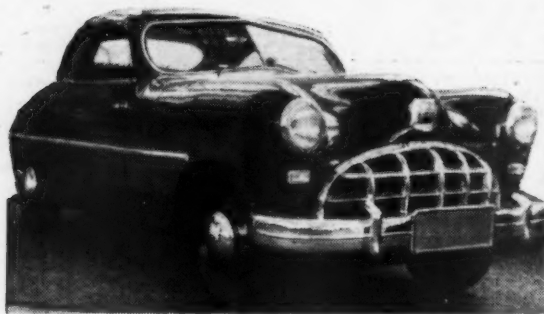
Foreign Touring Simplified

MOTORISTS who would like to embark on foreign tours but are deterred by lack of experience or inability to speak foreign languages, will be particularly interested in two motor rallies organized by Cook's Autotravel Service. These eliminate all the problems of arranging transport for the car, obtaining foreign touring documents, booking hotels and fixing an itinerary.

The first rally, to France and Switzerland, extends from Saturday, July 8, to Saturday, July 22, and offers a tour of the champagne country, the Lucerne lakeside, the Engadine, the Bernese Oberland, the lake of Geneva and the Picardy coast, with over-night stops at Rheims, Vittel, Brunnen, Davos, Gstaad, Vevey, Avallon, Versailles and Wimereux. Inclusive cost per person varies with the size of the car and the number of persons carried. With four people travelling in a small car the charge is as low as £44 6s each, whereas for two people in a large car it runs up to £56 6s. Charges include transport of car across the Channel, passenger tickets, touring documents, port service, dinner, room and breakfast, picnic lunches on some days, gratuities, taxes, a set of road maps for the whole route and services of an Autotravel representative throughout the rally.

The second rally, extending from August 26 to September 10, covers a wider field, visiting Brussels, the Ardennes, Luxembourg, the Black Forest, the Bavarian Alps, the Austrian Tyrol, the Italian Dolomites and the Jura Mountains. Those taking part will be able to see the Passion Play at Oberammergau. Charges are the same as for the first rally.

Each party is limited to 20 cars and early booking is advisable.



Completely new German model is the Stannau sports saloon, powered by a two-cylinder two-stroke engine.



Right: Economics Minister Dr. Erhard, after declaring the Show open, stops to study the cockpit of the Jaguar XK120.

SUCCESSFUL GERMAN SHOW

NEW D.K.W. RANGE : ECONOMY CARS

ATTEENDANCES were so large at the Berlin Show of cars, commercial vehicles, motor cycles and accessories, opened on May 27, that the organizers extended the show for three days until June 7, and also the time of admission up to 8 p.m. British cars were a pronounced success and the Morris Minor at dm 5,000 (about £420) was the lowest-priced "real" car at the show. Stand examples were sold in a few minutes. A list of British cars on view appeared in the issue of May 26 and to this list should be added Jaguar, whose XK120 was a focal point of interest all the time.

Chief interest to British readers in the Funkturm exhibition hall, in which the show was held, were the German models. A new one proved to be the Stannau, a light car which will none the less carry five passengers. There are two models, each with two-cylinder two-stroke engines, one of 400 c.c. and the other of 750 c.c. Also new was the Lloyd LP300. This is front-wheel driven by a two-cylinder two-stroke engine of 300 c.c.; air cooling is employed.

The Veritas factory is to produce the French Dyna Panhard, and the first model will be a four-door saloon. This model was seen at the London Show last year.

Porsche showed a four-seater saloon and a cabriolet; these were amongst the more expensive German cars, having a home price equivalent to £825 and £960 respectively. The engine is a four-cylinder, horizontally opposed air-cooled unit of 1,089 c.c., and is a special edition of the Volkswagen.

Two other cars in the very light category were shown by the Champion company, who state that they are about to produce four models. These are powered by single-cylinder and two-cylinder two-stroke engines.

The Borgward Hansa 1500 is a German 1½-litre in the more expensive category, costing the equivalent of about £1,000. Auto-Union showed the two new D.K.W. models, a saloon and cabriolet. The power unit has the traditional D.K.W. features, being a twin-cylinder two-stroke, but the chassis is completely re-

designed. The Ford stand was a miniature show in itself, most of the products of this international company being on view. Mercedes models attracted their customary respect from German onlookers, particular interest being evinced in the 170 diesel-engined saloon.

Disappointment was felt at the non-appearance of the much publicized Cisitalia sports saloon, but the new Fiat 1400 was on view. This is to be assembled in Austria at the Steyr works.

Amongst the accessories was an in-

genious number plate from which a diagonal strip could be detached, thus leaving a conspicuous mark as a protection against theft.

All in all, the show is felt to have given a fillip to the economy of Western Germany, and the German public obviously took great pleasure in being able to study the latest products of the world's car-manufacturing countries.

The exhibition hall, which is in the British sector, overlooks the city banking of the celebrated Avus track, and this provided an extra inspiration for the show. Last year the show had to be held in the open air and the restoration of this fine new exhibition hall is evidence of the determination of Berliners to rebuild their economy despite the quarrels among their conquerors which divide the city.

BOOKS RECEIVED

Signpost, 9s 6d (W. G. McMinnies, Old Rowley, Stoke Orchard, Cheltenham). Trade Agents:—Simpkin Marshall (1941), Ltd., Rossmore Court, London, N.W.1. Those who have come to regard W. G. McMinnies' now well-known book as a valuable illustrated guide to hotels will welcome the appearance of the eleventh edition covering Britain and the Channel Islands. To those to whom it is as yet unknown this publication can be recommended. It is enlarged to nearly 500 pages and returns to the pre-war format of cloth-bound boards.

The comments of this discriminating traveller, from personal experience and inspection, can be warmly commended as readable and reliable advice on where to find hotels that take special trouble to please the guest. The author's travels in the course of compiling the information total nearly a quarter of a million miles in 15 years.

There is a Signpost Society, annual membership one guinea, which entitles the member to a copy of the book through his bookseller, copies of Mr. McMinnies' News Letters, and any help he can give them by correspondence.

This 1950 edition of *Signpost*, which incorporates an index to Irish hotels, is now supplemented by *Signpost to Ireland* (5s). This first Irish edition follows on the lines of the established edition in representing a "genuine

attempt to direct visitors to ports of call where they will be welcomed and treated as human beings and not bedroom numbers." It deals with both Eire and Northern Ireland and a feature of both books is maps showing the positions of the inns, hotels, restaurants, clubs and roadhouses that are described. The author calls his books "independent guides" and anyone knowing him personally will be certain that "independence" has a definite meaning in the sense that he intends to convey.

Much has been written about motor-ing abroad, in *feuilleton* form, but the production of entire books on the subject is something new. Such a book as Frances Dale's *Bon Voyage* is bound to provide the driver, especially if he is new to such a holiday, with a great deal of useful information. The authoress is an expert on food, and this spices the Continental dish. Details of preparations, precautions, prices and routes are all included. Some of the material is a little superfluous, but the driver will be interested to compare her advice with his own experience. As a useful point, she draws attention to the close watching of details that must precede a successful holiday. *Bon Voyage* is published by John Lehmann, 6, Henrietta Street, London, W.C.2, price 7s 6d.



One of Yorkshire's few lakes, Semer Water, is set amid rolling hills.

WANDERINGS IN WENSLEYDALE

WENSLEYDALE is extraordinarily rich in castles, abbeys and fine scenery. It is also unique in possessing a 100-foot waterfall behind which it is possible to walk. Wensleydale is also within easy reach of Semer Water, one of Yorkshire's few lakes and a place obviously designed by Nature for a quiet picnic in restful surroundings. Another famous attraction is Aysgarth Force, especially majestic when in flood. In common with several other Yorkshire dales, Wensleydale has roads on both sides of the valley, thus permitting a round trip covering most of its scenic and historic attractions. I found it quite impossible to cover my route in a day and take photographs in addition. Fortunately Wensleydale is within convenient reach of my home; hence I have been able to make many visits under favourable conditions.

As most other Yorkshire dales are named after the river, a stranger might expect to find a River Wensley. Actually, Wensley is a quiet village in the dale and the appropriate river is the Ure, which ultimately joins the Swale some distance beyond Boroughbridge, thus forming the Ouse. I always regard Ripon as the best base for exploring the dale and Ripon itself is full of interest.

Cars can be parked in the spacious market place and there is an ample supply of cafés and hotels of a high standard. If you should be tempted to stay overnight in Ripon do not forget to visit the market-place and watch for the hornblower, a picturesque Wakesman who gives three blasts on his horn each night at 9 o'clock. The town hall bears the inscription: "Except Ye Lord Keep Ye Citty, Ye Wakesman Waketh In Vain."

The Cathedral, with its Early English west front, dominates the busy street approaching it. Although not regarded as one of our finest cathedrals it has an austere dignity

and, when mellowed by golden sunlight, a quiet beauty of considerable charm. The best view of Ripon is from the top of the cathedral, approached by a typically dark and seemingly endless spiral staircase replete with solid obtrusions well placed to catch the heads of the unwary. On reaching the top I was able to lean over the parapet and photograph the roofs of Ripon far beneath.

The most famous attraction within easy reach of Ripon is Fountains Abbey and you may perhaps wonder if this

A DISTRICT OF OLD CASTLES AND ABBEYS IN GLORIOUS SCENERY

By G. DOUGLAS BOLTON

Castle Bolton stands square and grim, and must have been a formidable sight to the warlike medieval "tourist."





The old grey stone of Hawes can be mellow or bleak according to weather.

WANDERINGS IN WENSLEYDALE

continued

is really as marvellous as it is said to be. On a colourful summer day I know of no more genuinely beautiful abbey in Britain. Not only is the abbey less ruined than most but also its setting is superb, especially if approached from Studley Roger. A road leads through Studley Park to a lake near the entrance to the abbey approach. Various gates will be opened by venerable worthies (preferably for a small consideration), and cars can be taken as far as the car park near a delightfully situated restaurant overlooking the lake. On many occasions I have crept around the park deer-stalking with a camera, followed by a meal at the café and a visit to the abbey. It is a lovely walk to the abbey through a richly wooded valley beside the River Skell. The first view of the ancient outline of this glorious Cistercian foundation is of haunting beauty. Smooth green turf surrounds the hallowed ruins and combines with the glass-like surface of the river and the colourful sylvan surroundings to form a picture impossible to over-rate. If you can choose a quiet week-day free from crowds you will be sorely tempted to spend the whole day here. But I would urge you to find time to visit the Jacobean mansion, Fountains Hall, near by.

West Tanfield, between Ripon and Masham, is seen to best advantage from the handsome bridge spanning the Ure, but it is worth stopping to visit the Marmion Gatehouse near the parish church.

Jervaulx

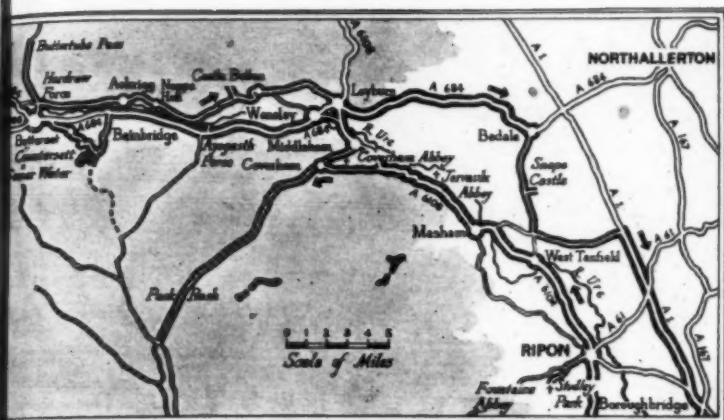
Beyond Masham the road passes near to Jervaulx Abbey, another place worth visiting. It has none of the magnificence of Fountains Abbey nor is it situated in quite so beautiful a setting. A few broken walls, occasional archways and pillars give some hint of the bygone splendour of this other Cistercian example. There is no difficulty in tracing its outline. It is a peaceful spot and if visited on a quiet evening there is every opportunity to look back into the dim centuries of the past and imagine the abbey as it once was. Beguiling footpaths through graceful archways turn your thoughts to bygone days.

It is worth making a small detour from East Witton to visit all that is left of Coverham Abbey, another place in a beautiful setting—this time amid the wooded charm of Coverdale. The lanes are decidedly narrow in Coverdale but there is a comparatively easy approach to the summit of Park Rash without any difficult climbing. This is the best way of reconnoitring Park Rash as the worst surface is near the top of the hill on the Wharfedale side. Much of the steep lower portion now has a good surface and if this were extended to the top of the hill the route would make a

popular connecting link between Wharfedale and Wensleydale. But Park Rash, with a summit at 1,652 feet, will always involve a very steep and lengthy climb from the Wharfedale side and its ascent or descent requires great caution.

There are three approaches to Wensleydale from Coverdale and the best way is to follow the lane from Coverham Abbey to Middleham. On the descent there is an extensive view of the magnificent ruin of Middleham Castle, which has one of the largest keeps in the country. Beyond Middleham the main road crosses the Ure by a most intriguing medieval bridge with a tower at each corner and archways at either end. Instead of continuing to Leyburn turn westward to the quiet little village of Wensley. If you have time, park the car and walk through a well-timbered park to the impressive 17th century Bolton Hall. But whether you do this or not on no account miss Aysgarth Force. You can get your car down a steep lane to the river, here spanned by a Tudor bridge, and thus see the beautiful Horseshoe Fall. But this is only the upper fall and the actual Force is reached by a footpath on the north bank of the river for half a mile to the east. Hence it is best to leave your car at Aysgarth, as parking is not allowed on the narrow road near the upper fall. The path passes the Middle Falls, conveniently if precariously seen from the edge of a limestone cliff and quite awe-inspiring in time of flood. Eventually the path dips down to the river where you can pick your way almost to the centre of the river by hopping from one rock to another and thus stand at the foot of the Lower Falls. Here the Ure cascades down a series of wide, rocky ledges or terraces and forms a quite magnificent sight. It is an eerie feeling to stand on a rock in the middle of the river with swirling water all around and gaze at the full force of the cascades. After a time you begin to feel you are moving along with the river—a plain hint that it is time to be going.

One of England's shortest rivers, the Bain, joins the Ure at Bainbridge, south of which a lane leads to another of Yorkshire's far-famed beauty spots. This is Semer Water and you can drive to the very edge of the lake near Countersett, and gaze towards Bardale, Cragdale and Raydale, three valleys leading towards rolling moorland and lonely hills. Semer Water has its legend of a buried village which gives it additional atmosphere, but there is no denying the beauty of the lofty surrounding hills and the emerald banks of the lake which invite repose. A singularly vile track leads from Stalling Busk and climbs to a height of 1,832 feet over Stake Moss, followed by a vicious descent to the top of Kidstones Pass and Wharfedale. This is a splendid walk but not fit for a prized car.



Outside inwards or inside outwards
—you can admire Hardraw Force
either way.

It is much better to make the steep but well-surfaced ascent from Countersett to Burtersett and Hawes. There is a superb view of Semer Water from the summit of this road.

Hawes is a centre for some interesting excursions. The most noteworthy sight is Hardraw Force, a 100-foot waterfall plunging over beetling cliffs. It is approached from the inn at Hardraw and is easily reached. It is always impressive to walk to the foot of a sheer fall of such magnitude, but the unique attraction of this fall is the fact that, as at Niagara, you can walk behind it. I know of no other English waterfall where this is possible. The cliffs overhang and the path follows a ledge about fifteen feet above the foot of the fall. When direct beneath you can look up at the full sweep of the water. It is a thrilling experience and not in the least risky except perhaps in time of flood or on a very windy day. It is a shocking place for photography owing to difficult lighting, spray and odd wafts of water descending from the cliffs above, but it can be done as my photographs show. The thunder of the fall is amplified by the rocky walls of the amphitheatre and if there is any volume of water at all, this is a scene worth coming a long way to see. If further inducement is needed the northbound road from Hardraw to Swaledale (which reaches a height of 1,726 feet) passes the notorious Buttertubs, black uninviting fissures in the ground typical of the strange rock structure of north-west Yorkshire.

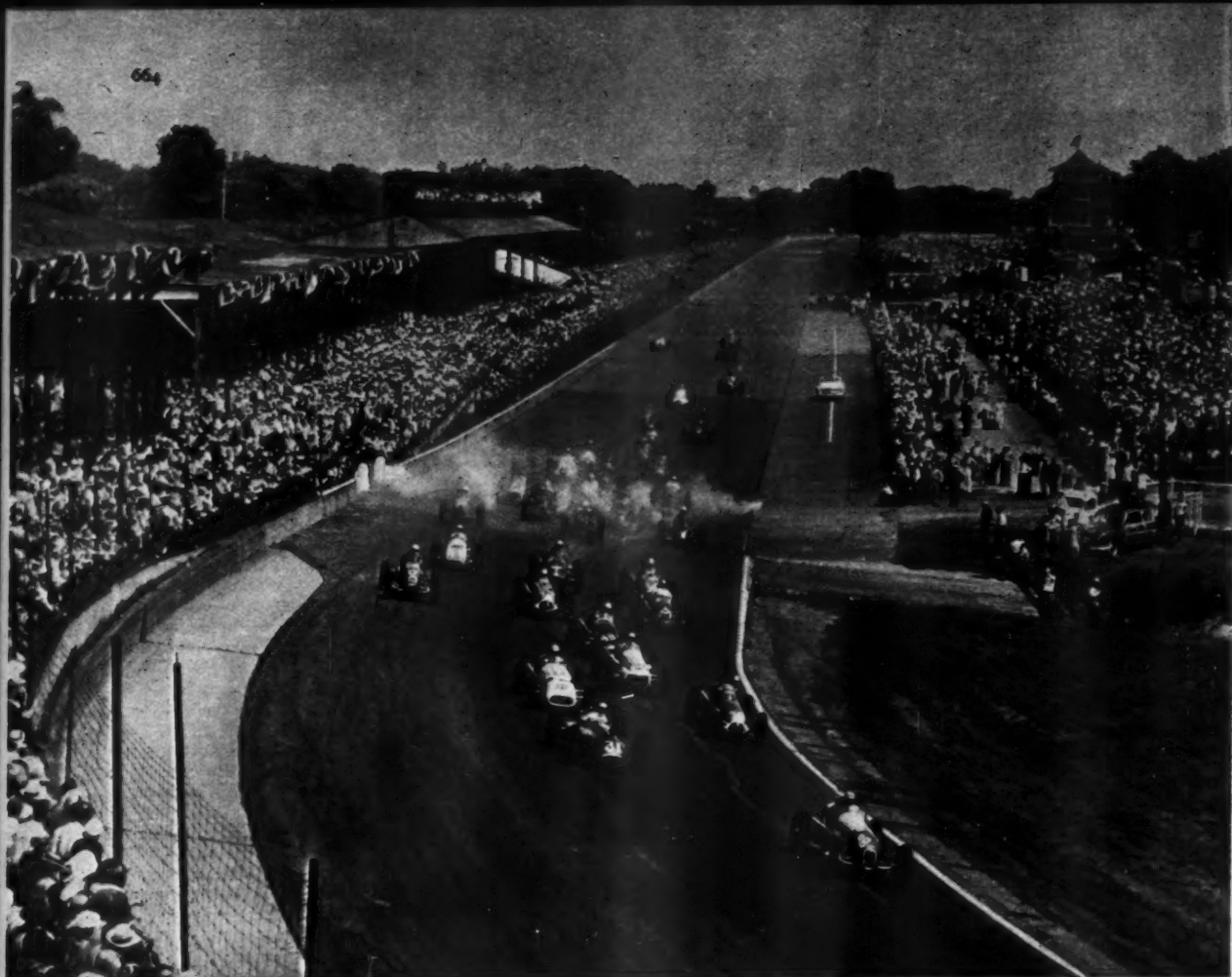
The by-road should now be followed along the north side of Wensleydale to Askring, a quaint but typical dales town,

and Nappa Hall. This latter is a 15th-century building with embattled towers in a beautiful and wooded situation overlooking the dale. It is particularly attractive in early autumn when the russet tints give a colourful magic to the scene. Bolton Castle, approached from the village of Bolton, is our next objective. The castle is one of the most conspicuous landmarks in Wensleydale and its vast bulk is only fully appreciated when you are near to it. Its dimensions are roughly 180 by 130 feet and it has corner towers 100 feet in height. This grim 14th-century fortress is one of the most forbidding and cheerless buildings in the country and is quite overwhelming and awe inspiring. Mary, Queen of Scots, who must have had a most wretched existence, was imprisoned here for six months and her room can still be seen. The castle is very well preserved considering its great age and the interior is as interesting as the exterior. The whole gives an overpowering impression of medieval strength and impregnability.

The road from Redmire to Leyburn Moor, near Leyburn Shawl, climbs to 1,000 feet and commands a supremely impressive view of the whole of Wensleydale. This must be our farewell view of the dale but the tour can be concluded by descending to Leyburn, continuing to Bedale, and then following a southbound lane to Snape Castle. This castle, with its memories of Catherine Parr, is hauntingly beautiful and makes a fitting conclusion to our tour of one of Yorkshire's finest dales. The Great North Road speedily takes us back to civilization, leaving medieval Wensleydale to its memories of the past.

Beauty in barren land and bare stone wall on the moors at the top of Park Rash.





1950 start—Benson Ford's Mercury pulls across off the track after the paced lap and the field roars away, Walt Faulkner's Grant Piston Ring Special (pole position car) in the lead.



Fire threatened Mauri Rose's car at the pit stop on lap 109, as spilling fuel ignited. The car was undamaged; but chief mechanic Jim Travers lost his pants to the flames.

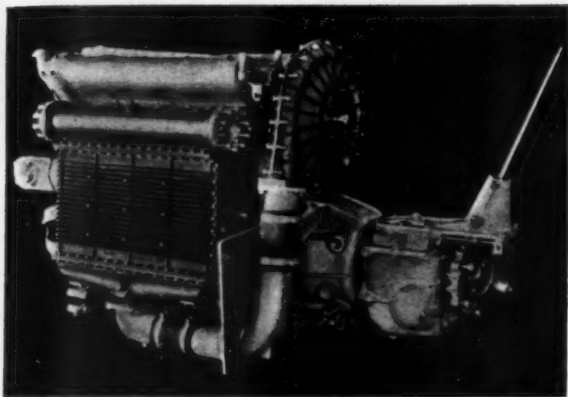
Race Pictures



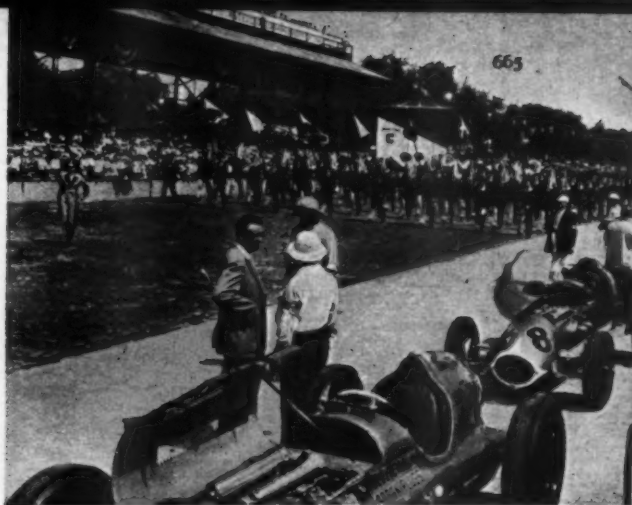
Right: In line abreast a squadron of vacuum cleaners went over the track before the race. Note the cracks in the surface of this brick section of the circuit.



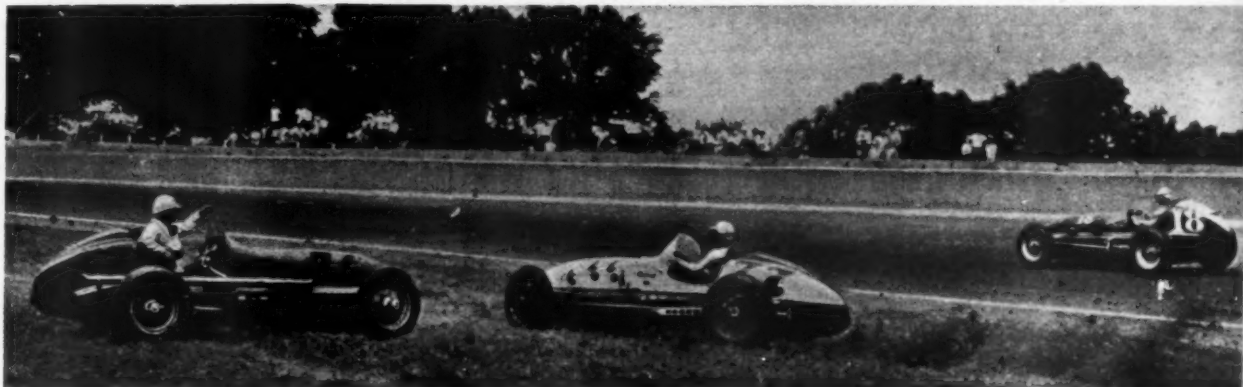
Diesel special, six cylinders, 6.6 litres and supercharged—the Cummins undergoes last-minute adjustments. It was the only car in the race with more than four cylinders.



The new four-cylinder blown 3-litre Offenhauser unit, for which an output of 425 b.h.p. is claimed. This engine was the one used by Agabashian.



Ceremonial scene as the massed bands of Purdue University play before the start, while three of the four Blue Crown Spark Plug Specials gleam in the sun.



"Well, fancy meeting you." Bill Shindler and Jackie Holmes (Auto Shipper and Norm Olson Specials) spin out on the north-east turn within 30 sec of each other. Each lost a lap as penalty for a towed start.

From Indianapolis

Report on pages 656-657



Big kiss this year came from Barbara Stanwyck, and was planted on Johnny Parsons' cheek. Behind them is the Borg-Warner Trophy, Indianapolis "pot."

CORRESPONDENCE



Clouds over the hills at Inveraray, Argyll.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

PETROL

Efforts of the Press Appreciated

[62739.]—I think that there is due to our leading motoring Press the congratulations and thanks of many thousands of motorists for the part played in obtaining a remission of petrol rationing. We do appreciate the good work that is being put in on our behalf by the motoring Press and I am sure that I speak for many thousands when I offer to you, Sir, our gratitude.

Now there comes the next tussle—to obtain a standard licence. May we, the motoring public, put in a strong plea to you to use your great influence to obtain for us a fair licence for all classes of cars. It is certainly hard on us users of older types of cars to be penalized by a 25s per h.p. tax, whereas the possessors of newer cars are called on to pay only £10 per annum. We, the motoring public, look to you to fight our battle for us, as you have done to obtain free petrol once again.

H. MARSHALL,

London, W.C.2. Director, G. T. Foulis and Co., Ltd.

Savings Would Outbalance Flat Rate Loss

[62740.]—Now that petrol rationing has ended and the Government expect to collect an extra £20,000,000 per annum from motorists, they have no excuse for retaining the h.p. tax on pre-1947 cars, which should be abolished immediately.

Huddersfield, Yorkshire.

GEOFFREY C. STEAD.

GB IN FRANCE

Advice Regarding Night Driving

[62741.]—It is quite common for British motorists, having travelled at night on French roads, to complain about bad manners of indigenous traffic. "Torrents of jaundiced light," even vehicles driving straight at them across the road, are not uncommon. There is, of course, no excusing such bad manners. Nor are all French head lights unimpeachable from the dazzle point of view.

But two facts remain. First, most foreign cars are rather heavily laden with baggage (GB vehicles especially seem to specialize in piles of luggage on the rear platform), and this, of course, raises the beam quite appreciably, often nullifying the dipping. Then they have white lights, which are much more blinding than our own yellow ones (now again compulsory for every French vehicle). American head lights, even when dipped, are the worst offenders.

Personally, I drive at night a lot, or ride a motor cycle, and claim to be a fairly experienced driver of all kinds of vehicles, most of them rather fast and driven accordingly, and including heavy lorries. My itineraries include many tiring, endlessly straight roads such as N7 south of Lyons, where the dazzle problem is most acute. I find that properly set yellow

head lights, when dipped with polite promptness, seldom fail to bring response. Undoubtedly foreign white lights are among the most blinding, and temptation is great to retaliate in some manner.

Therefore I would advise all tourists coming to France to procure on arrival a set of yellow bulbs, and possibly have their head lamps tested and reset if necessary, with complete crew aboard and all luggage on. Most leading garages have apparatus specially designed for such adjustment, and the test is both quick and reasonably priced.

Best of luck to your most excellent journal.

Lyons, France.

J. F. BRESCH.

DISABLED DRIVER CONVERSIONS

Unnecessary Use of Servo Operation?

[62742.]—The ingenuity of "converters" knows no bounds, but the cost is shocking. This is largely a result of the use of multiple servo mechanisms that may be necessary on a lorry but seem redundant on a light car. Even on a large car, with steering column gear change only the clutch needs such assistance.

By attention to detail, controls can be made literally finger-light—two fingers operate the clutch and another two the brakes of my Series Eight Morris tourer, and *one* will work the clutch of a Ford Eight or Ten—though I'll admit it's a strong finger. Cost? £4 or £5 for materials, plus mechanic's time.

Chester.

J. R. EDISBURY.

CARAVANS

Permanent Sites No Eyesore?

[62743.]—There are 200,000 people in this country solving the housing problem on their own initiative by living in caravans. All they want is a place to park in peace. This association has interested a number of M.P.s in all parties to fight the case of the caravan resident, who is harried from place to place and given no security of tenure.

We do not think that the case for these good people is helped by the comment headed "Shanties and Plans," in *The Autocar* of May 12. There is no reason why a modern caravan should not provide as good a home as a pre-fab, and why a decently planned site should not be a credit to any community. This association plans to fight all unreasonable prejudice for the caravan residents, and to persuade the Ministry of Health and the Ministry of Town and Country Planning to introduce legislation to give them some security of tenure.

The only reliable census figures on static caravans are in Devon, where the planning authorities estimate there are 5,000.

We agree that many sites are run by individuals caring little for conditions as compared with profits. But local authorities can always do something positive if they present a plan for a municipal caravan site to the Ministry of Town and Country Planning.

GEORGE ELLIOTT, Public Relations Officer,

London, W.1. National Association of Caravan Residents.

[We have every sympathy for enforced caravan-dwellers, but we do not see any reason to change the views expressed in the article in question. The public relations officer of the National Association of Caravan Residents must know that caravans and pre-fabs are not really comparable; the all-important sewage, drainage, and main water provisions ensure that. Likewise, a decently planned site *can* be a credit to a community, but unfortunately it more frequently isn't.—ED.]

STARTING BOOST

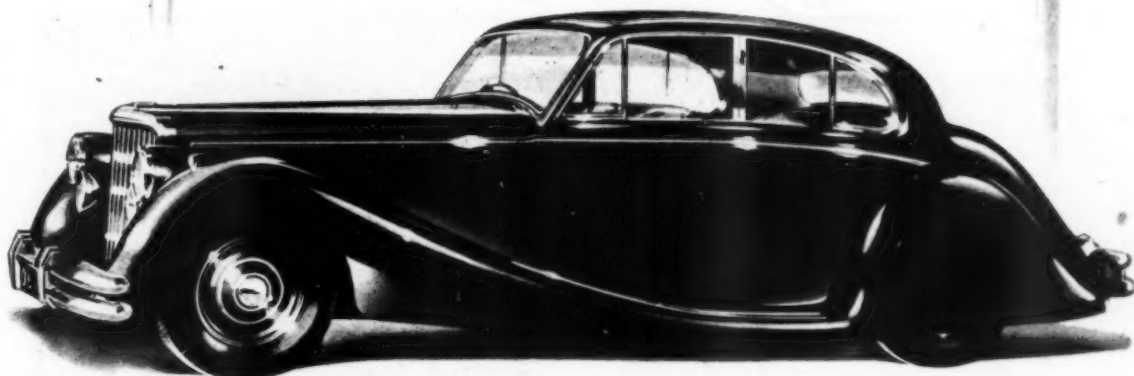
Advice from the Original Correspondent

[62744.]—Since "Conscientious Hand-Cranker" [62679] appears to have a *bona fide* requirement for voltage boost during starting and is naturally reluctant to invest in the necessary batteries *et al*, may I suggest a simple test by which he can determine his true need? The fact that his hand cranking does not always ensure a positive start would indicate to me that matters such as the ignition system, carburation or valves might possibly be at equal fault and should also be corrected.

The test consists of connecting a voltmeter, preferably accurate and reading to $\frac{1}{2}$ volt, between the ignition switch side of the coil primary and earth. If the coil voltage during cranking with the electric starter (engine cold) is much below 9 volts using a 12-volt battery, or $4\frac{1}{2}$ volts with a 6-volt system, I would say that a booster is in order.

Incidentally the torch batteries used should be the standard large size and not those intended for "pencil lighters." These

The Palladian Bridge at Wilton House, Wiltshire. Built by Inigo Jones in the reign of Charles I. From the original, specially drawn by Laurence Wright, A. R. I. B. A.



"EVERYTHING ABOUT IT HAS DISTINCTION. . ." Writing of the Mark V Jaguar in the *Daily Mail*, Courtenay Edwards says:— "Everything about it, the feel of it, the way it goes, the way it sounds and the way it looks has distinction! Its engine is as docile in city streets as it is impatiently fast on the open road . . . I particularly liked the new steering which is light, positive, self-centring and free from road shocks. It corners like a racing car yet the springing with extra long torsion bars for the independent front suspension gives a delightfully smooth ride."

Jaguar

THE FINEST CAR OF ITS CLASS IN THE WORLD

For the first time!

SURE PROTECTION AGAINST TYRE-BURST ACCIDENTS

**AMAZING LIFEGUARD SAFETY TUBES
MAKE BURSTS HARMLESS AS A SLOW LEAK**

MOTORISTS no longer fear the effects of a sudden tyre-burst . . . the dangerous instability set up by split-second axle-drop, and the quick swerve that can so easily cause a collision, or send your car clean off the road. The arrival on the market of the revolutionary new Goodyear Lifeguard safety tube makes tyre bursts as harmless as a slow leak.






Lifeguards enable you to bring your car to a gradual, straight, controlled stop after the most

violent burst. Inside the outer wall of the Lifeguard, a tough 2-ply safety tube takes the weight of the car. Axle-drop is so slight that it has no disturbing effects at all. Your safety is complete.

Strongly-built Lifeguards outlast as many as three normal tubes. They are an economical and very practical life insurance policy, covering every member of your family. Fit Lifeguards now, and ensure your future motoring safety.

LIFEGUARD to the rescue!

WHAT HAPPENS IN A 'BURST'

		
<p>50 M.P.H.</p>  <p>As you speed along, pressure in chambers A & B is equalised by 2-way valve C. Inner tube D will move away from any sharp object that pierces tyre cover and outer wall E of Lifeguard.</p>	<p>BURST!</p>  <p>Like a bolt from the blue a 'burst'! But nothing dangerous happens. 60 per cent of the air is trapped inside the safety tube, and its only escape is through the tiny vent in the 2-way valve.</p>	<p>SAFE STOP</p>  <p>Your wheel is supported by the safety tube. Axle-drop is negligible. There is no instability, no swerve. You simply bring the car to a straight, unhurried, controlled stop . . . in absolute safety.</p>

LIFEGUARD SAFETY TUBES

by **GOOD YEAR**

FOR YOUR FAMILY'S SAKE, FIT THEM NOW

CORRESPONDENCE

continued

larger batteries have a capacity suitable for cold starts. If required for every start, as might be inferred from "Hand-Crankers'" letter, more than one set per winter would certainly be necessary and he might find it advisable to invest in a heavy duty battery such as used to furnish the ignition for stationary and marine engines. The cost in this country is about nine times that of four torch batteries.

Northport, New York, U.S.A.

W. D. CRAIG, Jr.

LIGHTING

Sodium Discharge Supporter

[62745].—Will you permit me to support Mr. C. A. Rethon [62673] in his prayer to the road lighting engineer to investigate more fully the screening of the light source of street lamps? The committees who have examined and reported on street lighting seem to have disregarded this factor, which, to my mind, is the solution not only to good street lighting but also of the problem of the absence of glare, and safe driving without head lamps for all classes of motorists.

There is one supreme example of this, which has been in use for many years, and that is the sodium lighting on Purley Way (the Croydon by-pass). In this case the sodium lights are suspended on wires over the middle of the road, and the light source cannot be seen by the driver unless he looks up at a very sharp angle. The result is a yellow tunnel of light evenly illuminating the roadway and the footpaths, so that small objects such as dogs and cats can be seen clearly at a considerable distance without head lights on.

Later installations of sodium lighting, with staggered lamp posts, as recommended by one of the committees, and with the light source visible, while being safer and more effective than the blinding glare from some of the street lights today, which in wet weather are a menace to the driver, do not compare with the comfort and safety of the Croydon installation.

I submit that this is a question of fact, not fancy, and if a car is driven up and down Purley Way without head lights in all kinds of weather, the experience will be found to be highly satisfactory and a great relief when compared with any other form of street lighting, however applied.

Will you permit me to add, in connection with the reference to driving lamps in Mr. Rethon's letter, that some time ago I acquired an ancient American vehicle, the lighting of which had seen its best days—in any case, the special bulbs could not be obtained in England? To this machine I fitted a Norel lamp on the right side. This lamp was turned towards the left side until the right-hand part of the beam was parallel with the right side of the car. This light could be used with impunity in town or country without any protest from oncoming drivers, while at the same time giving a restful channel of light which did not change—one of the worst faults of the dipping and switching system.

R. W. EDWARDS.

London, S.W.1.

NEW CAR DELIVERIES

Undertaking Not to Sell at an Excess Price

[62746].—My idea is for the B.M.T.A. to do away with the Covenant for good, but in its place to make all persons who take deliveries of new cars sign a form stating that they will not sell the car at more than list price.

Nottingham.

T. E. STAFFORD.

Solution Must be Found

[62747].—As a regular reader of your excellent journal, I was very interested in your leading article on deliveries in the issue of April 28. Your statement that the allocation of new cars is causing much unhappiness is perfectly correct. I have discussed this matter with other motoring friends and I am convinced that the present position is creating great bitterness and ill-feeling towards motor dealers and manufacturers alike, and it seems incredible to me that a fairer system of allocating new cars has not been put into operation. One can only assume that makers are so busy with the export markets that they do not particularly care whether or not they retain the goodwill of buyers in this country. If, in fact, a central register for all new cars is impracticable why cannot each maker keep a list of all cars of his particular make on order and deliver these in date order after priority needs have been satisfied? When an order is getting near to the top of this list a notice should be sent direct to the customer asking for confirmation that delivery is still required and, if so, in due course the car would be despatched in the usual way through the appropriate

dealer organization. This would cut out a lot of "fiddling" which everybody knows is going on.

H. A. LANGTON.

Cheam, Surrey.

ACCIDENTS

Magistrates Not Competent to Judge Driving?

[62748].—Your criticism of Professor Goodhart's views regarding road fatalities (May 19) is surely rather severe. The main theme of his recommendations was that road fatalities should have the similar thorough and expert investigations that air fatalities receive. As a keen motorist for the last 22 years, I fail to see why anyone involved in a fatal accident should find cause for complaint.

As for the Professor "howling for scalps" by wishing to see penalties for dangerous and careless driving drastically increased, I have very good personal reasons for sharing his views. Severe penalties may already exist, but how many local magistrates are capable of imposing them?

D. STOKES.

Camberley, Surrey.

LIBERATION DAY

New Cause of Pinking?

[62749].—A story of the Petrol Liberation which, too good though it may appear to be, is nevertheless true:

During the height of the rush at my garage, with every pump in service, red and white indiscriminately, to cope with "a thirst of motorists" (delightful plural!)—many of whom, incidentally, were immensely enjoying the thrill of doing with impunity something which, the previous day, had been fraught with direst penalties—a lady motorist was horrified to find that she had been served with "red."

Although assured as to the complete legality of the position she was disposed to insist—with a long line of cars waiting!—that her tank be drained; her reason, given in all seriousness, being that she had been told that red petrol would make her engine "pink"! Our gentle explanation that this referred merely to a very slight and harmless coloration was only partially convincing. It was not until after our solemn assurance that, far from causing detonation, the red petrol, being designed for commercial vehicles carrying tremendous loads, would actually provide the engine of her small (and by no means new) car with such power that she would probably have difficulty in holding it in check, that she very gingerly drove away—still, we are convinced, half expecting to hear the "pinking" of which she had been warned!

C. J. WARREN.

Bristol, 3.

SIX AND TWELVE

Half the Battery Tapped Successfully

[62750].—Just before the end of the war you will remember motorists were allowed to refit wireless sets to their cars.

Having a considerable amount of solo driving to do, I looked about for a set and the only one I could obtain was a six-volt American Crossley. I tapped off six volts on my 12-volt battery with considerable trepidation, knowing that according to previous experience I should not do so, but for three years I never had a minute's trouble.

F. H. S. RASCH.

London, E.C.4.

Two Points in Recent Replies

[62751].—As a motor engineering student, I read your Readers' Service with interest. Although the advice given is generally excellent I have two points of criticism.

The first is the answer given to a correspondent who wanted to know what new components would be required to change his six-volt system to twelve-volt. One of the components listed was an ammeter; this is unnecessary as there is no difference between an ammeter used in a six-volt system and one that is used in a twelve-volt system.

The second criticism is that when it is desired to work a six-volt radio from a twelve-volt battery the only thing necessary is to insert a series resistance. Now, although a set will work satisfactorily when this is done it is not to be recommended as it causes an undue amount of arcing on the vibrator contacts.

The reason for this arcing is that the six volts are dropped in the resistance only when current is flowing.

Wishing the continued success of your journal.

Devon.

J. H. WORTH.

[Our correspondent is correct.—Ed.]

American Scene

PART 2



The new Nash Rambler convertible driven by the writer near Detroit. A long-stroke, six-cylinder engine of 2,828 c.c. is used, developing 82 b.h.p. at 3,800 r.p.m. The head is electrically operated.

• THE VARIETY OF CARS AVAILABLE

• ROAD TESTS OF AUTOMATIC GEARS

• ECONOMY CARS IN THE OFFING

IN the preceding notes (June 2) it was emphasized that conditions in the U.S.A. must be appreciated before future engineering and production trends can be evaluated. Similarly, the characteristic outlook of the American car owner needs to be understood if we are to comprehend how an industry so vast and so vigorous can be maintained and, indeed, even further expanded. The gigantic home market is, of course, the basis. Of the five million-odd automobiles produced in America in 1949, only 151,000, or 2.9 per cent, were exported. Of 47 million automobiles in use in 1949 throughout the entire world, 36 million—77 per cent—were registered in the U.S.A.

by **G. Geoffrey Smith, M.B.E.**

American buyers regard an automobile primarily as a means of transport. They favour a roomy, good-looking car and accept the chassis features solely on the basis of performance. They are by no means so familiar or even so interested in the technical aspects as their British counterparts, nor do they exhibit the same pride of ownership. Not one in a thousand understands the action of his automatic gears or torque converter—although it would be of no avail if he did as if anything went wrong he could do nothing about it—but he is nevertheless partial to anything automatic in action, indeed anything to reduce physical effort. In this connection, let me quote the result of an investigation by Buick engineers at Flint. The Dynaflo transmission is fitted to 75 per cent of their output yet it was found that the 25 per cent syn-

chromesh gear boxes, although far less complicated in design, needed the more servicing.

Another feature that impressed itself upon the writer is the complete departure from the "one model" car idea. It used to be said that American manufacturers gained enormously by concentrating upon one type, and that we British were wrong in offering many body styles and variants of the same or similar chassis. The fact is that today U.S. manufacturers offer a range of most attractive bodies finished in a wide choice of colours on chassis of different wheelbase, and in some instances alternative engines or gears are available. The practice is likely to grow, judging from the range of cars I saw in the Detroit district either in production or under development. They may emerge from the same factory under different names, but none the less the appeal to varying tastes is a sign of the times.

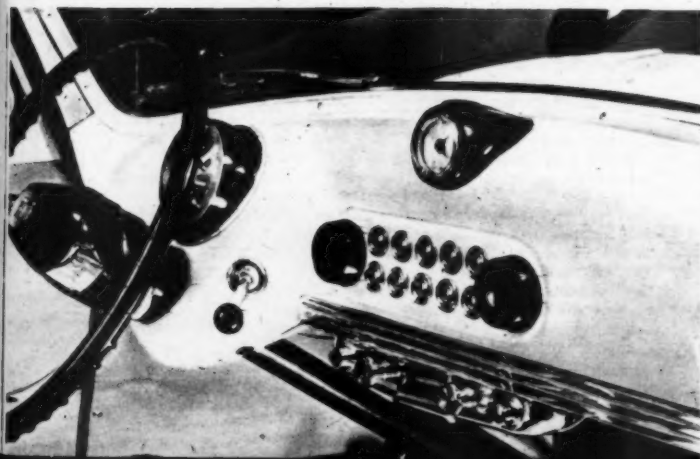
Detroit experiences confirm the impression that in car design there is still great scope for men of imagination. When I was invited by the Society of Automotive Engineers to address an audience in the Rackham Memorial Building, Detroit, on cars and turbocars, fully a thousand keen engineers, young and old, filled the auditorium and a keen discussion followed.

At various factories visited in April I was shown some most interesting production methods. In Cleveland, at the plant of Thompson Products, Mr. A. T. Colwell, vice-president, showed me a quick method of making dies with frozen mercury. With gloved hands two parts are taken from the deep-freeze tank and on being pressed together become permanently welded. They make many engineering parts here from powdered metal, too. First the metal, reduced to the consistency of powder, is pressed to shape in dies, then sintered and hardened, and in rapid time it compares with a component machined from the solid.

To tour the Chrysler Engineering Laboratory and research building in Detroit with Mr. George Huebner, Jr., is an education in itself. It is as big as an ordinary factory and the equipment is beyond compare. In a brake investigation I saw a drum with six miniature microphones applied to determine the cause and incidence of brake squeal. On the test track, audiometer readings are taken on front and back seats of their own and competitors' cars. Stroboscopic observation slowing or arresting the motion of rapidly moving parts is widely used. Plastic model components are subjected to constant vibration tests and strain gauging. Radiator cooling fans of various sizes were being tested at high speeds to compare noise and efficiency.

The disc brake development of Chrysler is making headway as better cooling and greater frictional surface are

Driving controls on the new Nash Rambler. The ten perforated buttons form the grille of the radio speaker.



possible with this design. This company, which normally has some 90,000 employees, also uses the powdered metal technique for an increasing number of parts.

At Flint, home town of Chevrolet and Buick, I enjoyed brief tests of the eight-cylinder 4-litre Buick two-door Roadmaster and Riviera with Dynaflo hydraulic torque converters—easy 90 m.p.h. cars with refined manners. The Buick chassis is of orthodox design save for coil springing at the rear with a cross stabilizer link. Accelerating hard from a standstill, as in all hydraulic drive cars, the engine can be made to sound rather fussy, but the ratios climb automatically upward and the engine without pause settles to an easy, smooth gait solely by single-pedal control. Using low gear and reverse in quick succession it can be rocked backward and forward violently enough to extricate the car from deep snow or mud.

Americans love cunning gadgets. The seat of the Buick is instantly adjustable by electrical operation, but a feature that fascinated me was the foot switch for the Delco electronic signal seeker radio. On depression of the switch, the tuning jumps to the nearest station in strength and so onward across the wide dial, repeating the motions on another wavelength solely by pedal action. On my return

develop 250 h.p. They use Ethyl of about 90-octane in the competition types and can get wonderful results with polished ports, increased compression ratios and four carburetors on a V8 with crankshaft pins and journals ground eccentrically to give them $\frac{1}{16}$ in longer stroke. His friend Briggs Cunningham, who won the Heart Trophy Race in his twelve-cylinder Ferrari, also has a Silverstone Healey with Cadillac engine in the stable. Mr. Spring retains an interest in steam cars; the problem, he considers, is one of "making hot water better understood."

During individual chats with Mr. H. T. Youngren, vice-president engineering, Mr. E. S. MacPherson, executive engines, and Mr. P. H. Pretz, designer, of the Ford company, it was agreed that the absence of a clutch pedal was most attractive to car buyers, and the trend to automatic gears an appeal to men who dislike manual effort in driving. Although chromium trimmings were often overdone, there

Hudson Commodore with an attractive two-door convertible body. Wheelbase is 10ft 4in. Either a six- or eight-cylinder engine is available with Supermatic transmission.



to the works the doors over a ramp of about 1 in 10 opened automatically as the car crossed the beam of the electric eye some yards before. I stopped and restarted on the gradient with ease; noting there was a slight kick when the lever goes into the parking position.

The rotating members of the Buick Dynaflo torque converter are aluminium die castings, but in the closely resembling Powerglide transmission of the Chevrolet the rotors are built up of pressed steel parts. Both are products of the vast General Motors organization, whose policy seems to be to encourage friendly internal competition. Some G.M. cars, Buick for instance, have closed propeller-shafts, others of the same group have Hotchkiss drive. Incidentally, I heard Mr. A. P. Sloan, president of General Motors, say that the collective output of his plants was at the rate of 15,000 units (cars, trucks, buses, tractors) per day!

At the Hudson plant I again met Mr. S. C. Baits, vice-president, and Mr. Frank Spring, whose leanings are to vehicles of simplicity, low repair charges and upkeep, and less emphasis on automatic transmissions. Mr. Baits, who was responsible for the remarkable Essex car of years ago, said that the aluminium and plastics prophets at the end of the war had been wrong, though weight saving was important. When aluminium is down to 10 cents a pound then they may go ahead. Die costs would be shared with other manufacturers. He was glad of the change in the engine tax in Britain and thought the h.p. tax "crazy."

The Hudson saloon, which is of exceptionally low build with shallow windows, is offered with an optional Supermatic drive in which a vacuum withdraws the clutch and a governor automatically changes ratios up to planetary over-drive gear. A quick movement of a button will cut out the automatic action so that it handles like an orthodox car. The gear operated extremely well on the road.

Mr. Spring is keenly interested in British motor cycles and cars, owns twin Triumph, Vincent and Velocet motor cycles, and has an XK 120 Jaguar on order. Maximum output from a given capacity is his aim. He told me of an enthusiast's Riley with a Mercury V8 engine and a J2 Allard with a Cadillac Rocket engine hotted-up to

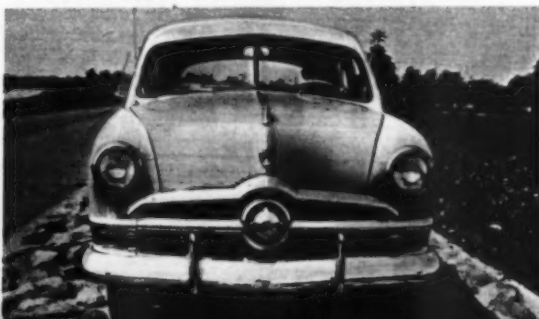
would be little change in frontal appearance. Slab sides, too, would remain as they provided big body space.

The Dearborn and other works of Ford are hives of activity today; research and experimental work proceed on a wide scale, as one can judge by a walk through some of the sections and the experimental department attached to the test track. The performance is ascertained here of their own and competitors' productions by the fifth wheel method. There is a wind tunnel at Dearborn which will take whole cars or trucks for test at speed on the chassis dynamometer. Winds up to 80 m.p.h., and even sandstorms, can be arranged, and temperatures can be varied from a scorching heat down to 35 deg below zero.

Mr. MacPherson thought mono-construction good but too inflexible for a range of differing models. Independent rear springing he considered will come in time. As he put it so expressively, "brake hop or power hop on wash-board surfaces is eliminated with independent rear springing." It had a styling advantage, too. He felt that square engines with push-rod o.h.v. were coming in America and an even bigger bore in some cases, as larger valves were possible. Ford were pleased with their automatic gear developments on their V8 series in association with Borg-Warner. They were not very interested in aluminium as engine and luggage compartment covers—cost was the main deterrent—but alloys had many other applications.

At Packard one wet afternoon I tried the Ultramatic

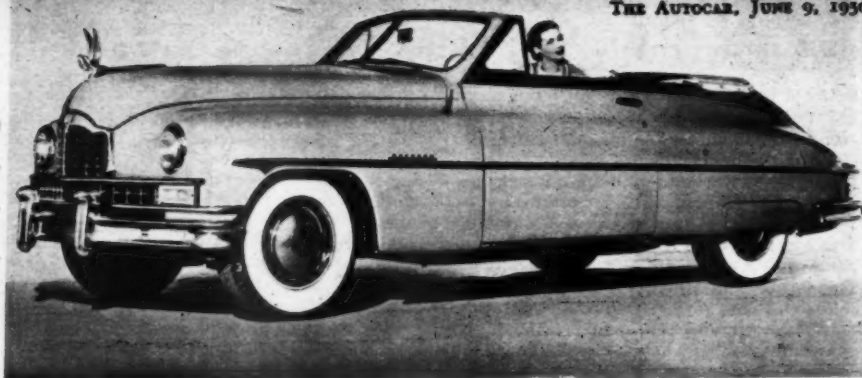
Taken at random from the final assembly line at the Baton Rouge plant, several 1950 Ford cars are daily tested over this cobblestone highway at the Dearborn track.



American Scene

—continued—

The 1950 Packard Custom convertible "quick-change," all-weather car. Ultramatic transmission is standard equipment on the Custom models, which are powered by a 160 b.h.p. engine.



torque converter with direct drive clutch and planetary gears and with the usual simple driving control of the type. It weighs approximately 100lb more than the standard box and is applied to the varying wheelbase cars of the eight-cylinder range. The big saloon I drove scaled 4,250lb. The gear provides smooth, continuous operation, boosts the torque on picking up, and both converter and gears are automatically disconnected in high gear when the drive is direct. The favourite practice of rocking the car rapidly backward and forward was effectively demonstrated to me. By this time I was becoming conscious of the "busy" suggestion under the bonnet, characteristic of all automatic gear cars I used, when accelerating rapidly.

The Packard was roughly timed to attain 30 m.p.h. from a standstill in 11 sec, and 40 m.p.h. in 14 sec, in one progressive surge without recourse to the gear lever. The big, roomy Packard is built for comfort and not primarily for high performance. Mr. W. H. Graves, vice-president engineering, and Mr. H. L. Misch talked to me of automatic transmissions and of their conviction that easing the left foot and allowing the gear to give smooth, progressive acceleration was here to stay.

Mr. G. W. Mason, the president, received me at the Nash-Kelvinator works where I met Mr. George Romney and Mr. Meade-Moore, chief of research. First we talked of the Nash small car project, which is important to this country (see *The Autocar*, January 13). Mr. Mason told me that the result of his questionnaire was 3 to 1 in favour of the bigger engine at higher cost. He had made no decision as yet but was still actively considering whether to embark on the new small car project. An output of 50,000 to 100,000 was insufficient to warrant tooling-up costs and it was sensible for them to use surplus production capacity in other countries. I saw the NX1 as schemed on a 500 c.c. Fiat chassis and beside it the 1,247 c.c. Triumph Mayflower unit and several British and French small cars. The whole notion originated from Mr. Mason's investigation of low-cost transportation and a leaning towards two-stroke engines. He started with a James and B.S.A. motor cycle, a Scooter (Mr. Mason is a practical rider, although he scales over 16 stone), then made a three-wheeler, trying and studying all possible utility types until he progressed to the little Fiat and English and French small cars. Then Britain devalued the £ and brought British units more into the picture.

He would not start new production facilities, he said, but use excess capacity if they blended a foreign power unit in the chassis. His one aim is economical transport and

comfort. He thought monocoque construction would become general in the future, with reduction of weight and good engineering. In his view, the public would pay \$6 to \$8 more for overhead valves. Meantime, the medium sized six-cylinder Nash Rambler convertible has made its bow and I tried it on Detroit streets. It runs well and is handy in traffic, being much smaller with its 172 cu in (1,817.4 c.c.) side-valve, three-speed unit than usual American cars. The head is electrically operated, the side windows, framed with chromium, remaining permanently in place. The strikingly low Nash Ambassador, the main production, can be obtained with the Hydramatic gear.

When I visited the huge Kaiser-Frazer factory at Willow Run, where Ford made bombers in the war, I was collected from the Dearborn Inn in a 1951 Frazer six-cylinder saloon with a wine-coloured cloth interior and covering for the bench seats. It was a most unusual and pleasing finish and the car was fully up to first favourable impressions.

On taking the wheel I sensed more of the solid British characteristics about this car than any I had sampled in the States. With 80-octane fuel and a compression ratio of 7½ to 1 these six-cylinder cars are very lively. With excellent steering and road holding qualities it was soon careering over the wide concrete road at speeds up to 92 m.p.h., which seems the general aim of touring cars over there. The gears are three, with an overdrive top, which changes down to third with a quick push of the throttle.

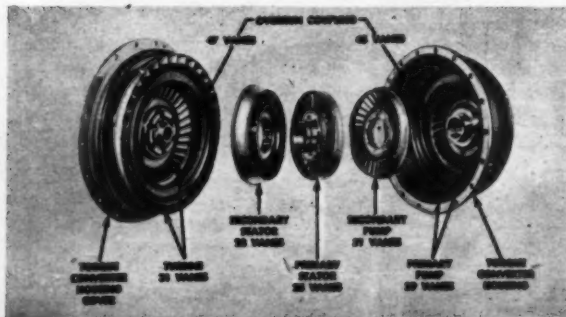
Nylon Roof Covering

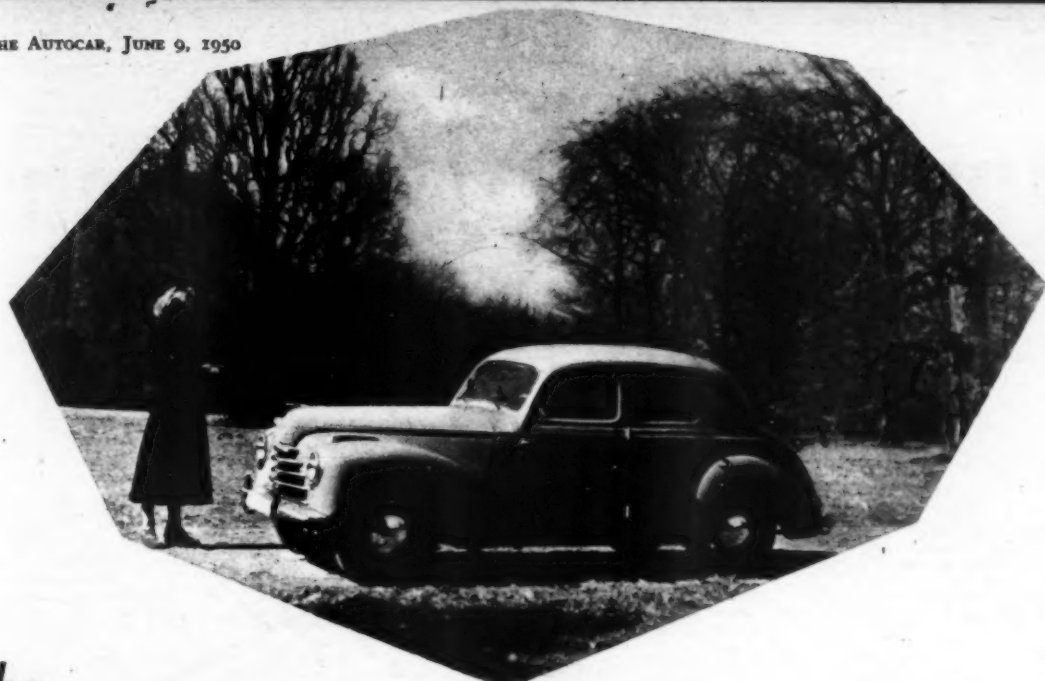
The Kaiser-Frazer plant has been closed for a time, tooling up for the new range of cars now in production, and an output of 900 per day is promised by July. I was shown by Mr. John Hallett, vice-president, Mr. Lee Franklin, general manager, experimental division, and Mr. Dean Hammond, chief engineer, one or two of the prototypes. A Frazer Manhattan with a fixed steel top had a covering of nylon which looked positively handsome. It can be obtained in various colours. One new unfinished type I saw was a two-door utility Kaiser saloon of 8ft 4in wheelbase, the rear seat of which folds forward to make a bed rest or big luggage compartment. It is intended to be the lowest price car and to sell for \$1,200 or so. A four- or six-cylinder engine will be optional. Kaiser-Frazer are interested in the use of aluminium and have evolved a big die-casting machine which casts light door frames in one piece at the rate of 30 an hour. Reversing the usual process, the panels are of sheet steel and in this way it is said that 9lb is saved on each door, and lighter hinges and pillars are possible. Critics suggest it is not an economical production, however. A new enterprise of Kaiser-Frazer is the setting up at Haifa, in association with the Israeli government, of a plant to assemble cars from parts made at Willow Run.

Unfortunately I had no opportunity of sampling the Studebaker, which also has a Borg-Warner converter coupling of the three-element type, with direct-drive clutch and three-speed planetary gear which shifts automatically to direct drive under governor control. A colleague who used one for a long trip speaks highly of its behaviour. A start is made in second gear, by which means converter losses are reduced, and in normal running on direct drive they are eliminated. The low range is for emergency use when climbing or descending steep hills.

Third and final instalment will appear next Friday.

The Powerglide transmission of the Chevrolet consists of the five-element torque converter shown, in conjunction with a planetary gear set. Most of the parts are steel pressings.





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AGENTS FOR THE DOMINION MOTOR SPIRIT CO. LTD.



FORCEFUL EIGHT CLUB BID PERFECT MEETING AT SILVERSTONE

ALL the ingredients for an ideal day's racing, for competitors and spectators, were liberally available on Saturday when the Eight Clubs took over Silverstone. But, first, a word of amplification about the clubs. For a worthwhile race meeting not many individual clubs can produce sufficient competitors, and Saturday's event was therefore the result of co-operation between the Hants and Berks, Harrow, Cernian, Chiltern, Seven-Fifty, Lagonda, Lancia, and the A.C.

A good entry was received for each of the ten events, and spectators, limited to members of the Eight Clubs and their friends, were in sufficient strength to reflect the excitement of each race, but not in sufficient numbers to prevent everyone having a seat in the (grass) stalls. The finishing touches were the precise timing with which the programme was conducted, the avoidance of accidents and the blazing sunshine which sent everyone away with a glamorous tan.

Two one-hour speed trials preceded racing proper. The first catered for the class up to 1,100 c.c. engine capacity and from 1,101 to 1,500 c.c., and the second 1,501 to 3,000, and 3,001 c.c. upwards. The speed trials meant, in effect, that each competitor had one hour in which to complete, according to his class, 21 laps (average speed 47.84 m.p.h.), 22 laps (50.12 m.p.h.), 23 laps (52.39 m.p.h.), or 24 laps (54.67 m.p.h.). Naturally, excitement was not high during these warm-uppers, although spectators became acquainted with most of the competitors, and amusement was provided by some doubtful efficiency at the pits where every car had to make two compulsory stops, one for changing two plugs and one to change two wheels round. Out of 66 starters, 50 per cent maintained the necessary speed and qualified for an award.

Although thrills are usually absent from speed trials of this kind, the experience gained by drivers is invaluable. What better method is there than lapping Silverstone for an hour without the necessity to go flat out and, at the same time, under the eye of enough spectators to produce the desire to keep one's end up?

Members of the Seven-Fifty club were predominant in the first race, which was confined to Austin Sevens. This was over five 2.278-mile laps, in common with all the subsequent battles, and honours went to C. H. Bulmer, with an average speed of 56.10 m.p.h. Handicapping produced a wide variety of entrants for the fourth event, with the Frazer-Nash-B.M.W. of O. Moore from scratch, and a field which included Lagonda, Bentley, Healey, H.R.G., Riley, Cooper and others. One nasty moment was produced by G. A. Ruddock's H.R.G., which

finished second, broadsiding across the course and swinging back sharply on being over-corrected. Laurels went to the 2½-litre Alvis of P. Waring.

The highlight of the day was provided by the next scratch race, in which the 1½-litre Bugatti of D. H. Gahagan was joined in battle by the Ford Ten-engined Lotus Special of A. C. B. Chapman. The Lotus resembled an ancient Austin Seven—in appearances only!—which sharpened the edge of the spectators' interest. On each lap at Stowe corner, the last bend, both cars were neck and neck. Usually the Bug would pass the Lotus on the straight but would not get a sufficient lead to cut the corner. Chapman, therefore, always took the inside and, with great precision, threw the little car round in a win-or-bust style which was nevertheless an exhibition of perfect driving skill. Each lap the Lotus would come out of Stowe first with the Bug chasing it hard. Every yard of the way Gahagan tried to shake the other off, but at each bend the Lotus would come out first. On the last lap the pace increased still more, but the routine was unchanged, the Lotus leading into the finishing straight. The Bugatti started to close the gap but couldn't quite do it, to take second place only about half a car's length behind.

Scratch man in the following handicap was G. Tyrer in the cream and blue F.N.-B.M.W., which seemed to win general approval as the most beautiful car present. He drove impeccably, moving up through the field to take first place at 73.94 m.p.h. average. Another car and driver deserving high praise were

One of the many outstanding performances was given by J. Carefoot who threw his Lancia round the bends with complete, but highly skilled, abandon.

an extremely fast Lancia with J. Carefoot in control. He had already distinguished himself by taking third place in the Bugatti-Lotus duel, and in the seventh event, a handicap race, he scored a bull with 4.4 sec in hand at an average speed of 58.49.

Although another handicap followed, won by J. T. Sutherland, M.G., the Bugatti and Lotus again battled, both having started with 20 seconds' lead over the faster M.G. This time the score was evened up, Gahagan leading Chapman over the line by 5.4 sec.

The fastest race saw a special-bodied Bugatti, belonging to C. J. R. Willment, take first place at an average of 75.45 m.p.h., with a fastest lap of 76.78. This was a 2½-litre supercharged creation which Tyrer's fast and beautiful F.N.-B.M.W. could not catch.

The last leaf of the victor's wreath fell to M. S. C. Keen, 1½-litre H.R.G., who made certain of first place over J. T. Sutherland's M.G.

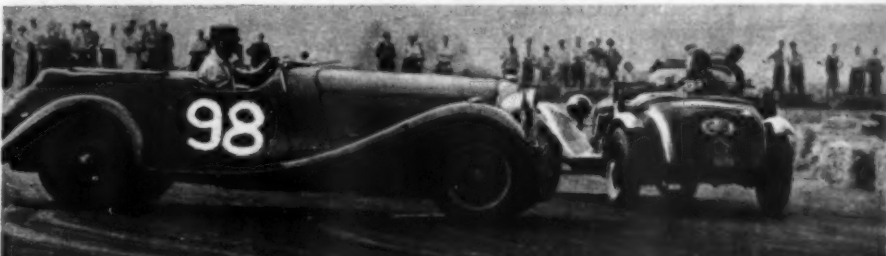
Those naturally disgruntled people who suffered getting to and from Silverstone for the European Grand Prix, should make a new approach to racing, and the Eight Clubs provide one of the best.

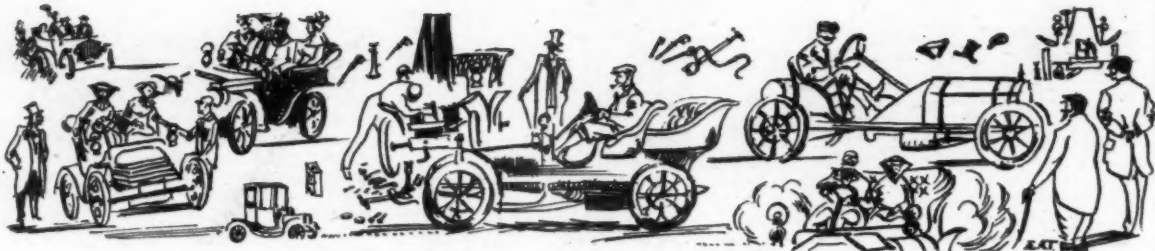
PROVISIONAL RESULTS

One hour high speed trials.
Event 1: up to 1,100 c.c.: 14 starters; 7 qualified.
1,101 to 1,500 c.c.: 19 starters; 11 qualified.
Event 2: 1,501 to 3,000 c.c.: 22 starters; 8 qualified.
10 starters; 7 qualified.
6-lap scratch race for Austin Seven cars: 1. C. H. Bulmer, 12m 11s. 56.10 m.p.h.; 2. O. B. Hewitt, 12m 14.4s; 3. J. S. French, 12m 17s.
6-lap handicap race: 1. Alvis 2.511 (P. Waring), 10m 39.4s, 66.45 m.p.h.; 2. H.R.G. 1.496 (G. A. Ruddock), 10m 45.2s; 3. F.N.-B.M.W. 1.971 (R. F. Peacock), 10m 55s.
6-lap scratch race: 1. Lotus 1.172 (A. C. B. Chapman), 11m 25.2s, 60.15 m.p.h.; 2. Bugatti 1.496 (D. H. Gahagan), 11m 25.6s; 3. Lancia 1.452 (J. Carefoot), 11m 40.4s.
6-lap handicap race: 1. F.N.-B.M.W. 1.996 (G. Tyrer), 10m 39.6s, 75.94 m.p.h.; 2. Allard 3.017 (D. D. Brender), 10m 49.4s; 3. Vauxhall 4.300 (P. Binns), 10m 50s.
6-lap handicap race: 1. Lancia 1.452 (J. Carefoot), 13m 5s, 58.49 m.p.h.; 2. Austin 747 (A. M. B. Mallock), 13m 10.4s; 3. Hillman 1.185 (D. H. Drew), 13m 23.0s.
6-lap handicap race: 1. M.G. 1.250 (J. T. Sutherland), 12m 9s, 65.67 m.p.h.; 2. Bugatti 1.496 (D. H. Gahagan), 12m 30.6s; 3. Lotus 1.172 (A. C. B. Chapman), 12m 36s.
6-lap scratch race: 1. Bugatti 2.560 s (C. J. R. Willment), 9m 4.4s, 75.45 m.p.h.; 2. F.N.-B.M.W. 1.996 (G. Tyrer), 9m 15.2s; 3. F.N.-B.M.W. 1.971 (O. Moore), 9m 39.5s.
6-lap scratch race: 1. H.R.G. 1.496 (M. J. C. Keen), 10m 22.4s, 65.67 m.p.h.; 2. M.G. 1.250 (J. T. Sutherland), 10m 27.0s; 3. Lagonda 4.458 (M. Leo), 10m 33.0s.



The Bugatti of D. H. Gahagan being passed on the corner by A. C. B. Chapman's Lotus. These two raced bonnet-to-bonnet, providing great excitement. Below: In an accident-free meeting the nastiest moment was produced by the 4½-litre Lagonda of M. Leo coming to a standstill broadside across Stowe corner.





Care of the Car — in 1905

YOU COULD GET NOWHERE WITHOUT COLLAN OIL AND RUSSIAN TALLOW

BROWSING around a second-hand bookstall the other day, I made an interesting find—a copy of *The Autocar Handbook* for 1905. Needless to say, this makes eager reading for the motorist who values comparisons. It also shows most clearly how *The Autocar* of that period gave thorough and valuable guidance to those early pioneers of the horseless carriage.

The next time you growl at the bill for a servicing job, or curse as you knock your knuckles while tightening up those loose sump bolts, be comforted by the following extracts from this informative book. Just thank your lucky stars that you drive in 1950 and not 1905.

Consider the following list of "Accessories, Tools and Spares, as required to be taken on the ordinary runs."

Accumulator (spare).	Oil cans (3).
Aprons and rugs.	Petrol in spare tin (2 gallons).
Asbestos packing and string.	Pliers (large and small).
Buckets (canvas for water).	Tyre valve parts.
Burner for acetylene lamp.	Tyre levers and special lever for valve insertion.
Carbide.	Vaseline.
Card (thin).	Vice.
Files (half-round, round and flat).	Washers (metal, copper and asbestos).
Funnels (petrol, water and oil).	Wrenches (large and small).
Carburettor spare jet and float.	Knife (fitted with prickler and scissors).
Chain (spare links).	Lamps and leather laces.
Cold chisel.	Metal (small sheet strips).
Contact-breaker, cam, blade and screw.	Metal clips for water connections.
Car cover.	Motor watch.
Densimeter.	Tyre repair outfit.
Emery cloth (fine).	Rubber tube for water connections, etc.
Inner tubes (2).	Spanners to fit all nuts.
Insulating tape.	Sparkling plugs.
Jack.	Split pins.
Goggles.	Spring-washers, straps.
Grease and injector.	Screwdrivers.
Hammer.	Terminal screws.
Horn.	Twine and cord.
Inflator.	Voltmeter.
Nuts, bolts and washers (various).	Wire (copper 16g, iron 20g and 30g) and H.T. and L.T. wire.
Oils (paraffin, cylinder, lubricating and collan oil for leather clutch).	

Of course, it must be realized that the above few items were intended only to provide security on a short run. "For long runs and touring," I discovered that a further twenty articles would be required, including a breast drill, ammonia, foot muffs, dividers and reamers.

After the Ball

But should the intrepid driver, with the help of the aforementioned items, complete his journey, that was by no means the end of his troubles. Listen to the book's instructions regarding cleaning of the car:

"On returning from a dirty run, the mud may be washed off the car by turning the hose on it. The painted work may be afterwards dried by a soft, clean sponge, and be polished with a leather in the usual way. In using the hose, care should be taken to keep the water and grit out of the bearings and other working parts as much as possible. The tyres should be wiped clean and dried. See

that they are well inflated and that no water gets in to rust the rims and rot the canvas. The exterior of the engine, gear, etc., may best be cleaned by a good-sized paint brush dipped in waste petrol. If the leathers of the clutch, brake and pump get too greasy, they may also be cleansed by washing with waste petrol. The clutch leather should not be allowed to get dry; on the contrary, it should be kept moist with collan oil evenly applied and allowed to soak in overnight.

"It is worth while giving the chains a good deal of attention also. They should be taken off occasionally and thoroughly cleansed in a bath of paraffin. Then they should be hung up to drain, and subsequently be dipped in a bath of melted Russian tallow, which may contain a fair proportion of graphite. After the chains have been worked about in the tallow, so as to work it into the joints, they should be wiped to remove surplus grease and allowed to cool. It is a good plan to keep two sets of chains, so that while one set is in use, plenty of time will be available for treating the other.

"The silencer should be cleaned out occasionally to prevent the deposits therein accumulating to such an extent as to choke the passages, and so put a back pressure on the motor."

Well, they certainly did the job thoroughly in 1905, and although so many of the working parts were exposed, the machines were solid and built to last.

100-guinea Rover

Prices, too, may have some interest for the present-day owner-driver. The Rover 6 to 20 h.p. at 100 guineas to £400. The Daimler 28 h.p. chassis at £590, 35 h.p. at £890. The Humber, £270 to £472. The Star Landaulet at £475. Talbots at £275 to £1,500.

As to the performance of these old warriors, well, listen to the following testimonial from one well-satisfied user of a Humber (1905): "During my recent holiday I drove the car nearly 2,000 miles, covering distances from 150 to 200 miles per day, and on my return journey home, I travelled nearly three hundred miles without stopping the engine."

All things considered, it looks as though motoring was indeed a serious business in 1905. Yet, withal, I've more than a suspicion that the owner-driver of the period got a lot more fun behind the wheel than does his 1950 counterpart.

S. G. B.



Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which face a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

Causes of Boiling

My 9 h.p. B.S.A. boils when climbing main road hills or when driven for any appreciable time in slow traffic, and has lost power, particularly when pulling at moderate revs in second gear.

This has developed over the last 2,500 miles, during which period two radiator anti-leak capsules have been used.

Engine conditions are as follows: (i) thoroughly overhauled and rebored 6,000 miles ago, and now uses little oil; (ii) de-carbonized and valves in fair condition, cylinder head gasket water passages all clear; (iii) distributor, automatic advance and points checked, new plugs; (iv) ignition timing checked—cannot stand further advance; (v) weekly fuel consumption over the last 10,000 miles has remained constant at 34 m.p.g.

Having noticed boiling from the head when the radiator was hardly warm I suspected poor circulation. About $\frac{1}{2}$ pint of flushing fluid was added, circulated and left overnight but, on draining, practically no sediment was produced.

Please can you suggest the cause and advise a remedy? P. T. S.

Symington, Ayrshire.

Borebores in an engine which has been rebored usually arouses suspicion about fit of the pistons and particularly of the piston rings, which may be too tight in the bore when the gaps are closed. This, however, shows up immediately the engine is put into service. Apparently your boiling trouble has not arisen for some time after reboring. That rather suggests that the radiator is at fault after many years of use. You say that the water ways in the engine are quite clear, and presumably you have checked the pipes and hoses between engine and radiator. If so, the symptoms point to the radiator, which may be considerably caked up inside. Drastic attempts to remove the coating may cause the radiator to leak, in which case the remedy will have to be another radiator.

Some good might be done by inserting a hose in the bottom of the radiator and forcing the flow in the opposite direction.

Petrol Injection

I have recently become deeply interested in the subject of petrol injection, as applied to the internal combustion engine. I believe Alfa-Romeo are using petrol injection on their racing cars.

Would it be possible to fit a petrol injection system to a six-cylinder o.h.v. engine of about 30 h.p.? Also what modifications it would require?

B.A.O.R., 8.

W. D. K.

ALFA-ROMEO are not yet using petrol injection on their racing cars. Various companies are experimenting with it, but, as far as is known,

there is no engine yet on sale to the public with this feature.

Commercially, the problem is that the injection pump would cost as much to make as the engine itself, and the technique used for diesel pumps is not readily adaptable, because petrol lacks the lubricating qualities of diesel oil.

Water for Batteries

I should be much obliged if you would kindly assist me in a query regarding battery charging.

I understand from high authority that in charging storage and car batteries ordinary tap water can be used with 100 per cent results and therefore equal to the effect obtained from the use of distilled water.

Your advice in this respect would be greatly appreciated. R. A. N. C.

Crowborough, Sussex.

WE would definitely not recommend the use of tap water in charging batteries as it is possible for it to do considerable harm.

It is possible to use really pure rain water which has been collected in a water butt, but this is only an emergency measure and it is suggested that you stick to distilled water.

Castor Oil Lubrication

I am the very proud owner of a 1949 760 c.c. Renault saloon which has a force-feed lubrication system and a sump capacity of two U.S. quarts. I would appreciate your recommendation as to the use of a clear commercial grade of castor oil, both for sump and upper cylinder lubrication. I would also appreciate any and all information that you could supply concerning the use of castor oil in motor cars; in particular, viscosities to use at different temperatures, frequency of oil changes, and reaction to motor bearings over a period of miles. J. J. R.

Metamora, Michigan.

WE cannot see any reason to recommend the use of castor oil in a moderately stressed touring engine such as your Renault. This oil became popular in racing cars at a time when mineral oils did not give satisfactory results at high temperatures in highly stressed engines. It had, however, the serious disadvantage that, if mineral oil was inadvertently mixed with it, heavy deposits were formed which rapidly gummed up the oil ways and severely damaged the engine. It was often necessary to strip the engine completely and clean each part if the owner wished to switch from a vegetable oil to a mineral oil. This fact, coupled with the very great advance in refining technique

The Autocar READERS' SERVICE

for mineral oils, has caused a great decline in the use of the vegetable product. So far as we know it is now hardly used at all on touring cars or even high efficiency sports cars.

Chromium Liners

Will you kindly give me your views and opinion on the relative merits of chromium-plated cylinder liners or a rebore with oversize pistons? Are there any disadvantages with them? Do you consider a plain rebore with oversize pistons as good or better? H. J. B.

Kingston-on-Thames, Surrey.

YOU can expect to get longer life from these liners and they are therefore preferable to the ordinary types. However, the question of additional cost should be taken into account if the engine does not require liners as yet.

There are no special precautions applicable to fitting them as opposed to ordinary liners.

Manifold Gauge

I was recently troubled by a somewhat obscure fault in my 1½-litre Riley engine which was found to be caused by a hole having been burned in the hot-spot in the induction manifold.

To give warning of any further trouble in this department I have fitted a vacuum gauge connected to the manifold, and while indication of manifold leaks is obvious I am not clear regarding other engine conditions that can be observed from the readings of the gauge.

I should be much obliged if you could let me have information on this subject. At present idling vacuum is 18in-20in and cranking on the starter gives 15in.

B. G. L.

Ballyshannon, Co. Donegal.

A VACUUM gauge gives very useful indications of engine conditions. At idling speed a steady reading of 18-20 or 21 should normally be obtained, and a lower reading may indicate late ignition timing or leakage between piston and cylinder owing to poor condition of the bores or piston rings.

If the reading is very low then leakage into the manifold or round the valve stems may be suspected. If the needle oscillates and the oscillations increase with engine speed it usually means that the valve springs are weak, although a slow oscillation of the needle may be caused by too rich a mixture or, possibly, by the valve timing being late.

As a test for compression, rev the engine momentarily and quickly close the throttle, when a reading of 23-25 should be observed.



Farina — happy and triumphant.

LAST Sunday the contestants gathered at Berne for the Swiss G.P. races, run in brilliant sunshine over one of the best and most difficult circuits in Europe, that round the forest of Bremgarten. In the Formula 1 race Alfa-Romeo demonstrated their superiority over all comers, including the new-chassis Ferrari in the hands of Villoresi, finishing first and second, with Rosier's Talbot a gallant third. The Formula 2 race went to Ferrari, their new car—in the hands of Raymond Sommer—walking away from the opposition in spite of a gallant initial effort by Hans Stuck in one of the two A.F.M.s.

The Formula 2 race was run in the morning, and attracted a field of twenty cars. On the starting grid, reading from the inside, the order was: Ferrari (Sommer), Simca (Trintignant), A.F.M. (Stuck), Simca (Simon), Meteor (Lang), Simca (Manzon), Simca (Branca), H.W.M. (Fischer), and then the remainder—two H.W.M.s, two Ferraris, a Cooper, and A.F.M., three Meteors, a Simca and two Cisitalia's.

When the flag fell Stuck shot into the lead followed by Trintignant, and at the end of the first lap he held a two-second lead. But Sommer—who made a poor start—was coming up, and took the lead when Stuck pulled into the pits on his second lap. From then on it was all Sommer, who set up and broke lap records for the class with great rapidity, never appearing to ease up in spite of an enormous lead. Behind him ran the works team of Simca-Gordini's, never

ALFA-ROMEO 1-2 AT BERNE

CONCLUSIVE VICTORY IN SWISS G.P.: FERRARI WINS FORMULA 2 EVENT

seriously challenged, followed by the privately owned version of the Swiss driver, Anton Branca. Both the older Ferraris, driven by Bracco and Vallone, went out on the first lap. The Veritas-Meteors also had trouble, although Lang lay seventh for some time—he was following Schell's 1,100 c.c. Cooper, which went extremely well until a carburettor float punctured, whereupon it ran out of fuel. The same mishap to a float befell George Abecassis when he was lying eighth, behind the second car of the H.W.M. team, which was driven by Rudolf Fischer as Stirling Moss had been taken ill.

RESULT—FORMULA 2

Race Distance 95.0 miles (21 laps of 4.524-mile circuit)

1. Ferrari 2,000 (R. Sommer), 1h 1m 56.4s. 92.03 m.p.h.
2. Simca-Gordini 1,440 (M. Trintignant), 1h 3m 38.9s.
3. Simca-Gordini 1,440 (R. Manzon), 1h 3m 39.3s.
4. Simca-Gordini 1,440 (A. Simon), 1h 4m 12.1s.
5. Simca-Gordini (A. Branca), 20 laps; 6. H.W.M. (R. Fischer), 20 laps; 7. A.F.M. (F. Reiss), 20 laps; 8. H.W.M. (J. Heath), 19 laps; 9. H.W.M. (G. Abecassis), 19 laps; 10. Cisitalia (M. de Terra), 19 laps.

20 starters; 9 non-finishers. Fastest lap: Sommer, 2m 52.4s. 94.5 m.p.h.

The Grand Prix

After lunch came the 500 c.c. motor cycle race (which was won by an Englishman, Fergus Anderson, though on an Italian Guzzi), and the cars were then lined up for the Grand Prix proper. By reason of the practice times, the Alfa-Romeo team occupied the entire front rank (Fangio-Farina-Fagioli), while the second rank was composed of the two works Ferraris, Villoresi driving the new low-chassis type with de Dion back axle, and Ascari the previous type, as at Monaco. It had been hoped that the new 4½-litre unsupercharged Ferrari engine would arrive in time to make its debut in this race, but as this did not materialize the team was completed by

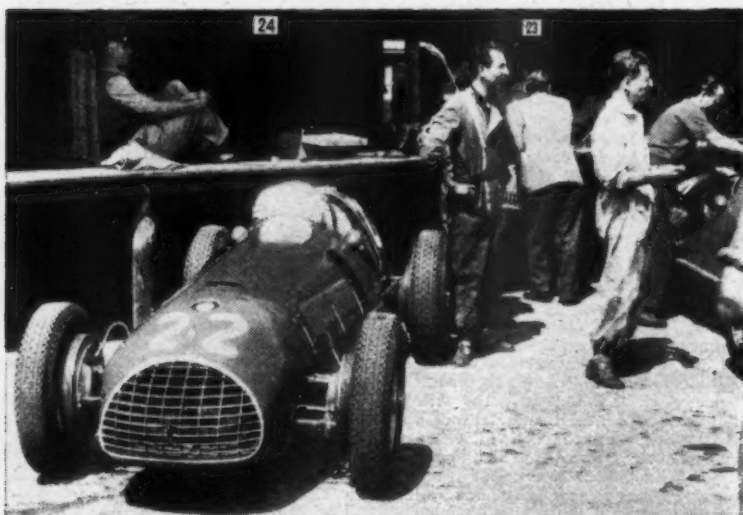
Sommer, in the unsupercharged 2-litre car with which he had won the earlier race.

By now the sun was beginning to drop sufficiently to shine in the drivers' eyes as they came up past the pits; later this naturally became worse, but it must have been trying enough in the mass of cars following the fall of the flag. The three Alfas leapt into the lead, followed by Bira's Maserati (which passed both the Ferraris), while Chiron weaved his way through the pack from the rear, having

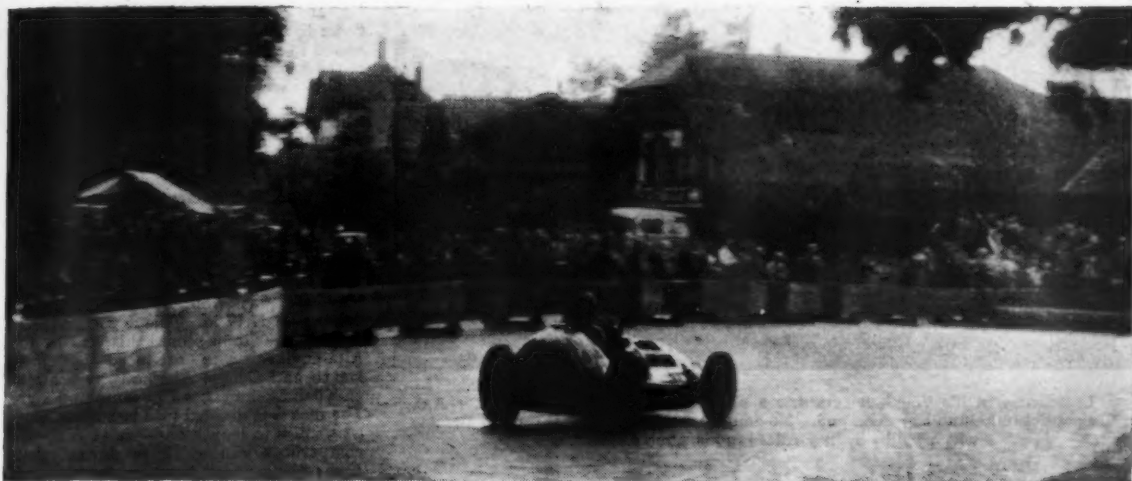


Hans Stuck in the A.F.M. leading the Formula 2 race on the first lap.

arrived late and had little practice. As the cars shot round the notorious Eymatt bend, Cabantous' Talbot touched hub caps with a Maserati, spun round and went backwards in among the trees—fortunately without involving other cars or injuring the driver, but the car was out. On the rest went, and as they negotiated the flat-out bend in front of the pits, the order was Fangio-Farina-Ascari-Fagioli-Villoresi-Bira, and then Rosier with the first Talbot. So they stayed for two more laps, but then Ascari came slowly into the pits, smoke pouring from everywhere, with oil leaking on to an exhaust manifold. After one minute he restarted, but completed only one more lap before retiring—a bad omen for Ferraris. Villoresi then overtook Fagioli, to take third place, while on the seventh lap Farina went into the lead, going faster than ever. Alas, on the ninth lap Villoresi came slowly into the pits; a short consultation, and the car was pushed away—the Ferrari challenge had ended before the race was a quarter through. Now Alfas were first, second and third, which was going to be the case for many laps to come. This let Bira into fourth place, while not far behind came Etancelin, thundering round with the big Talbot in his own inimitable, energetic style, which always looks wrong, but produces results. Chiron had already brought his Maserati into the pits twice—once for fuel and once to change a plug—while after seventeen laps Bira also refuelled, taking only 28 seconds over it. Two laps later, and everything seemed to happen at once; Bonetto brought the Milan in to refuel, but had hardly started when there was a dull boom, the pit counter and mechanics flew into the air, and fuel ran all over the floor—the refuelling apparatus had exploded. Then Martin crashed his Talbot at the Eymatt, when in sixth place, suffering a fractured leg and ribs.



Pre-race relaxation: Villoresi rests on the pit counter above the new G.P. Ferrari, which utilizes the same V12 twin o.h.c., two-stage-blown engine in a new and lighter chassis with de Dion rear suspension.



Ascari, in the older Ferrari which first appeared at Monza last September, diving into the first corner with the sun in his eyes, on his fourth (and last) lap.

and other injuries, while Sommer, who had done well to hold ninth place with the Formula 2 Ferrari, came in and retired with transmission trouble. In the middle of all this confusion the Alfas refuelled, one after the other, with their usual precision, save that Fangio's car seemed reluctant to restart.

POSITION AT 28 LAPS

1. Alfa-Romeo (Farina), 96.38 m.p.h.; 2. Alfa-Romeo (Fangio), 1 sec behind; 3. Alfa-Romeo (Fagioli); 4. Talbot (Etancelin); 5. Talbot (Rosier); 6. Maserati (Bira).

Now de Graffenried and Pagani (who was deputizing for Gonzales in the Argentinian Maserati) both refuelled simultaneously, the former being the quicker, while suddenly Branca, the Swiss driver of a 4CL Maserati, who had been missing for some laps, appeared pushing his car slowly to the pits; he had spun round and stalled the engine half a mile away, but had reached the pits without assistance (which would have disqualified him), and immediately restarted.

A lap or two later, Etancelin brought the Talbot into the pits, and retired with gear box trouble, after a very fine run in fourth place, which was then

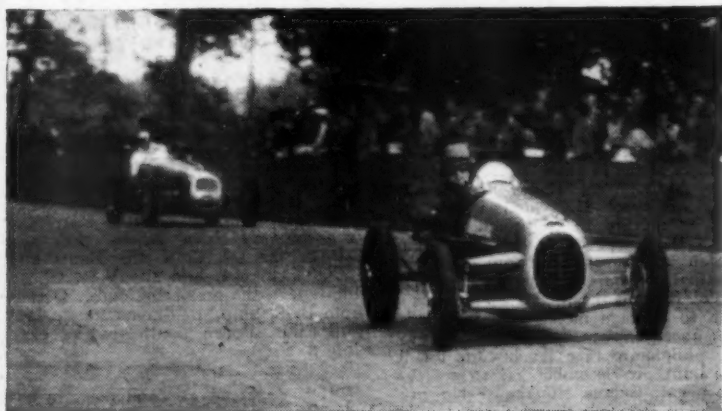
taken by Rosier. Farther back, a good scrap had been in progress for some time between Schell (last-minute driver of the fourth works Talbot) and de Graffenried's Maserati, but the former began to drop back rapidly with fading brakes.

The race now entered its closing stages,

but the excitement was not over yet: on his thirty-first lap Fangio (still second) appeared with some straw on the front of the Alfa, while three laps later he disappeared entirely. Suspense ran high for a few moments, until it was learnt that his engine had blown up—a valve had



John Heath in one of three 2-litre British H.W.M.s rounding the Bremgartenstrasse hairpin in the Formula 2 race



George Abecassis (H.W.M.) coming up behind de Terra's Cisitalia at the end of the short straight after the pits

dropped in and that was that. But nothing could ruffle the other two, and so they finished, Farina slowing on the last lap to finish two lengths ahead of Fagioli. Third came Rosier, a lap behind, and then Bira, Bonetto and de Graffenried.

A good race, in perfect surroundings, and a worthy finale to Berne's two days of speed.

RESULT—FORMULA 1

Race Distance 199.8 miles (42 laps of 4.524-mile circuit)

1. Alfa-Romeo : (G. Farina), 2h 2m 53.7s 92.76 m.p.h.
2. Alfa-Romeo s (L. Fagioli), 2h 2m 54.1s 92.75 m.p.h.
3. Talbot (L. Rosier), 41 laps.
4. Maserati s (B. Bira), 40 laps.
5. Milan s (F. Bonetto), 40 laps.
6. Maserati s (E. de Graffenried), 40 laps.
7. Maserati s (Pagani), 39 laps; 8. Talbot (Schell), 39 laps; 9. Maserati s (Chiron), 39 laps; 10. Talbot (Claes), 38 laps; 11. Maserati s (Branca), 35 laps.

Retirements: Alfa-Romeo s (Fangio), 34 laps (valve); Talbot (Etancelin), 25 laps (gear box); Ferrari (Sommer), 19 laps (transmission); Talbot (Martin), 19 laps (crash); Ferrari s (Villoresi), 9 laps (transmission); Ferrari s (Ascari), 4 laps (oil pipe); Talbot (Cabanious), 0 laps (crash).

18 starters, 7 non-finishers. Fastest lap: Farina, 2m 41.6s 100.78 m.p.h.



J. L. Kearney in his Vauxhall gets into a slide on the hot tar in the Ulster A.C. Craigtanlet hill-climb last week end. No damage resulted. Fastest time of the day was made by Sydney Allard in his 3,700 c.c. Allard.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I. Mech.E., M.S.A.E.

THREE GREEN CARS: SUNDAY MEETINGS FAVOURED?

THE 500 c.c. races at Whitsun, both at Goodwood and Blandford, were excellent, and keenly contested. It is always a pity when two similar events are run in such close proximity, as it encourages competitors to "have a go" in the second one with an already tired car, which is not really to be recommended; however, both events attracted a good field. Alf Bottoms, who won at Blandford, had not, of course, been to Goodwood, and his car was consequently in perfect tune; incidentally, it is constructed from the Cowlan, which ran at Silverstone and elsewhere during 1948-9. Bottoms has completely rebuilt it, the rear suspension being now by an oil-damped telescopic spring unit of his own design, and he has recently superseded the original Manx Norton power unit by the twin o.h.c. version. He does not, however, regard this as the final answer, and is working on a twin-cylinder unit for the future.

The Danish Effyhs, which ran at Goodwood, are nicely turned out and well designed little cars, but their J.A.P. engines did not seem to have the power of their English rivals, and suffered from plug and similar minor troubles. However, their road-holding was good, and they should be capable of putting up more effective opposition next time.

A VERY pleasant sight at Berne was the appearance of a team of three identical racing cars, painted green; this year is the first for a long time to produce this phenomenon. The cars were, of course, the H.W.M.s, which have recently been putting up an excellent and reliable show in many of the recent Formula 2 events; more power to their wishbones.

The new Formula 1 and Formula 2 Ferraris are quite the nicest looking racing cars I have seen for years; but they have still to pull something out of the bag to get on even terms with the Alfas. Perhaps the new unsupercharged 44-litre engine, reputed to develop 330 b.h.p., may achieve this, as with its aid drivers should be able to dispense with refuelling stops; the car may

appear in the Belgian G.P. on June 18, or the French Grand Prix on July 2.

Both Stuck and Lang competed in the Formula 2 race; the former still has the modified B.M.W. engine in his A.F.M., as the new V-eight unit will not be ready until the German G.P. on August 20. Caracciola—now much better—and his wife were also to be seen in the pits, as interested as ever.

ON June 18 the Automobile Club of Portugal are holding a sports car race on a circuit in Oporto, just under five miles in length, which will be covered forty times. There are one or two interesting statements in the rather literal English translation of the regulations; for instance, I learn that "each competitor will have at his discretion a supply post in the local, opportunely appointed" and that "in the case of a car stopping beyond its supply post, this car will have to be hand carried by the mechanics team to its respective post, not being granted the use of the reverse to do it," both of which statements conjure up interesting visions and delightful possibilities. This is not meant as criticism—the English is so much better than my Portuguese that any comparison would be most unfair.

THE second Vintage Sports C.C. Silverstone race meeting this year is scheduled for June 24, and is open to members of the Bugatti O.C., Hants and Berks M.C., West Hants and Dorset C.C., Liverpool M.C. and Lancashire A.C., in addition to the promoting club. In all there will be eleven races (four scratch and seven handicap), and the principal events will be an eight-lap scratch race for the 1908 G.P. Italia Cup, open to Vintage racing cars built pre-December 31, 1930, and a new venture, a 100-kilometre race for historic racing cars built pre-December 31, 1935. For this event, George Monkhouse has presented to the club the cup won by the late Dick Seaman (while driving for Mercedes) in the 1938 Donington Grand Prix, which will, therefore, be known as the

Richard Seaman Trophy. Prizes will be given to the first four cars, and a special award to the first Vintage car, if it is not in the first four.

This race should attract an excellent field, and will be welcomed by everyone who is interested in the history and development of racing cars. The general public will not, of course, be admitted, so get your admission tickets (free) from your club, or persuade your member friends to do so for you.

THE Grand Prix des Frontières, run for Formula 2 cars at Chimay on May 28, was won by Johnny Claes, driving an H.W.M. This is the first outright success to be scored this year by the Alta-engined cars produced by John Heath and George Abecassis at Walton-on-Thames, and is an encouraging sign. The race was divided into two heats, each 67.5 miles in length and—as at Albi—all competitors ran in both heats, their times being added together for the final placings. Ken McAlpine, driving a Connaught, finished fourth in the first heat, but was unplaced in the final results.

Result (Race distance 135 miles—two heats, 67.5 miles each): 1, H.W.M. (J. Claes), 1h 33m 51s, 86.65 m.p.h.; 2, Meteor (Wagner); 3, Jiccy (Berger).

REGULATIONS have now been issued for the next national Prescott meeting, which will be run on July 16. It will be noticed that this date is a Sunday once more, whereas last month's meeting was run on a Saturday. A comparison between the attendance figures at the two meetings will naturally be made, and will be interesting; all enthusiasts, therefore, who are in favour of holding meetings on Sundays should go along and add to the crowd.

There are the usual classes for sports and racing cars; entries to Major G. Dixon-Spain, O.B.E., M.C., Prescott House, Gotherington, near Cheltenham, Gloucestershire, not later than June 21.

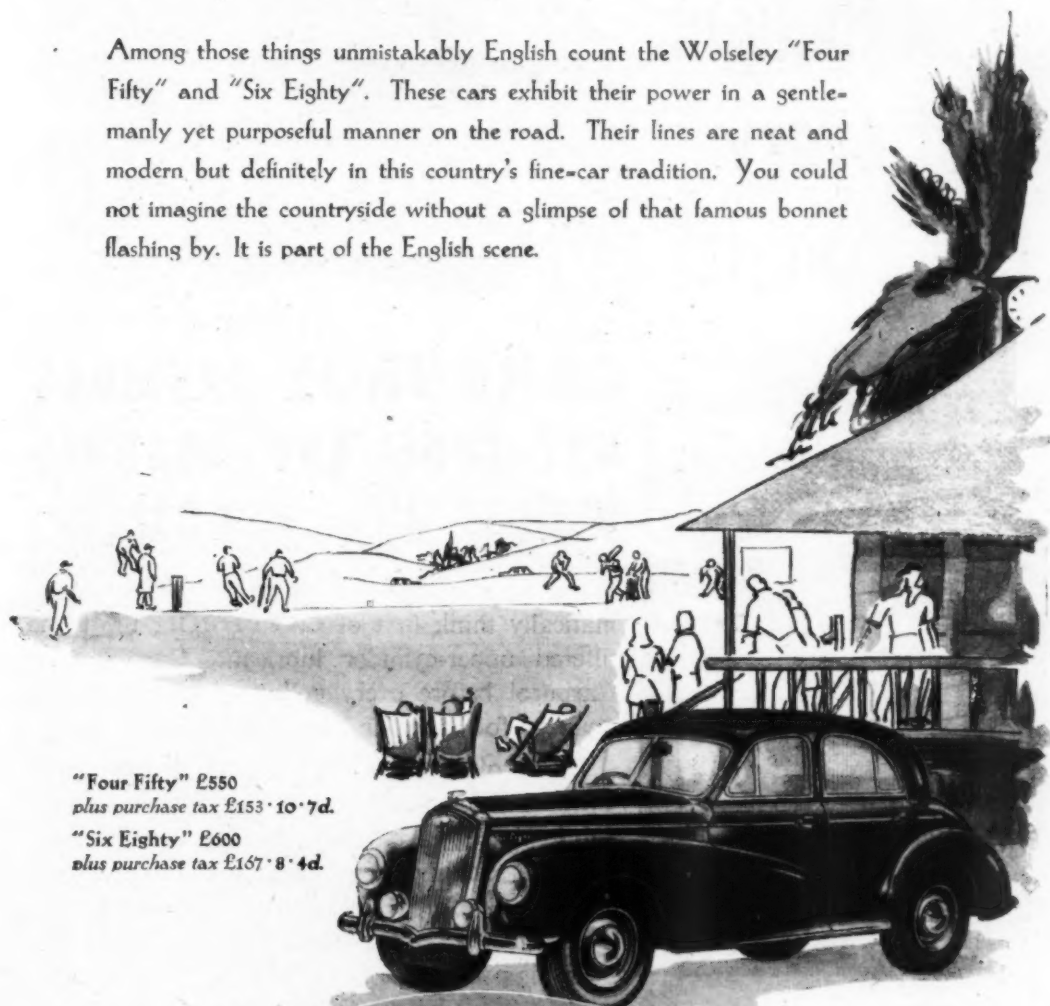
ENTRIES for the Bo'ness speed hill-climb on June 24 close at noon tomorrow, June 10. There are the usual classes for sports and racing cars, and a Vintage class is also included. Organizers are, of course, the Scottish Sporting Car Club, and the event is to be of national status. Start will be at 2.45 p.m., and competitors will be allowed two runs each. The car parking fee will be 10s per car in the field at The Snake bend, the old paddock and the avenue; cars will be parked in the first two between noon and 2.30 p.m., and thereafter in the avenue. The ordinary car park, outside the entrance, is available at 2s 6d per car. Entries to W. L. B. Callander, 100, West Regent Street, Glasgow, C.2.

REGULATIONS have now been issued for the W.H. and D.C.C. speed hill-climb at Blandford on July 29. It is open to members of the B.A.R.C., Brighton and Hove, Bristol M.C. and L.C.C., the 500 Club, the Hants and Berks, Southsea, and the V.S.C.C., in addition to the promoting club. Details from D. S. Ship, 31, Haven Road, Canford Cliffs, Bournemouth; entries close July 8.

THIS week-end at Zandvoort, in addition to a national sports car race, there is an international 500 c.c. race, in which six British drivers are competing. These are Ken Wharton, Ken Watkins,

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THE final list of entries for the Empire Trophy and Manx Cup races, to be run by the B.R.D.C. in the Isle of Man on June 15, have now been published; eighteen in the former, and twenty-six in the latter.

Empire Trophy:
Maserati (7): Parnell, Hampshire, D. Murray, de Graffenried, Bira, J. Kelly, C. Murray.
E.R.A. (5): Gerard, A. G. Whitehead, Walker, Harrison, Shaw-Taylor.
Delage (2): A. P. R. Rolt, J. W. Rowley.
Alta: G. M. Watson; H.W.M.: A. A. Baring; Tornado 1: R. Baird; A.J.B.: A. J. Butterworth.
Manx Cup:
M.G. (4): R. Baird, R. W. Jacobs, B. de Lissa, J. C. C. Mayers.
H.R.G. (5): P. C. T. Clark, H. Clapp, W. H. Murray.
Cooper (7): M. A. H. Christie, E. Winterbottom, H. Graham, J. N. Cooper, E. Brandon, J. Potts, R. W. Merrick.
H.W. Alta (2): T. M. Meyer, P. R. Bolton.
Riley (2): P. B. Reece, G. S. Shillito.
Frazer-Nash: N. R. Culpin; Frazer-B.M.W.:

continued

"REGS." are also out for the B.A.R.C.'s Eastbourne Rally, which this year incorporates a new feature in a Midnight concours d'élégance and ball. Entries (B.A.R.C. members only) to 55, Park Lane, London, W.1, before June 13. The rally itself incorporates a six-mile regularity section and a number of special tests—parking, acceleration and braking, and so on.

A POCKET-SIZED boo' called *British Road Racing*, by John Dudley, deals with all makes of racing cars in a way which is easy to read and interesting. Special references made to well-known cars and the plans of several racing circuits are included. The book is available through all booksellers, price 2s. J. A. C.

CLUB NEWS

Nottingham S.C.C.—About 3,000 members and friends attended the Gamston Airfield race meeting on Whit-Monday, where Reg Parnell, David Hampshire and Dave Murray were competing, driving their Maseratis. The day's programme consisted of five-lap and eight-lap races for sports and racing cars, the last of which—run for the six fastest cars—was disappointing to Murray; the crowd invaded the paddock just before it, and he was unable to get his machine to the starting line. Mrs. Nancy Binns was driving her T.T. Riley, and gained four first places and one third place. Fastest time of the day was by Reg Parnell; he lapped the 1.3-mile five-cornered circuit at 58 m.p.h.

Cambridge University A.C.—Sad news: many members will remember the speed trial at Bedwell Hey, on March 12, run with successful veve. Unfortunately, a similar-type event—scheduled for June 11—has had to be cancelled.

Veteran C.C.—The summer is bringing with it a nice crop of outings for the veteran car; next is to be a run on June 17 for veteran and Edwardian cars, starting from The Tudor House, Bersted, Kent, at 2 p.m. Route will pass through Ashford and Kingsnorth, and will finish at Hilsington Priory, total distance, 22 miles. Average speeds will be 15 m.p.h. for veteran cars, and 20 m.p.h. for the Edwardian variety.

A record entry of 85 cars was received for the Whit-Sunday event—a rally for veteran and Edwardian cars to Oxford during the morning, followed by a reliability trial. To Radley College, including driving tests in the grounds, during the afternoon.

Rally results: Veteran cars up to 1900: 1. 1899 Benz (C. E. Milner); 2. 1900 New Orleans (W. Browning); 3. 1895 Lutzmann (E. F. Berry). Veteran cars 1901-4: 1. 1902 Napier (G. H. Eyre); 2. 1901 Mors (S. E. Sears); 3. 1903 Clement-Talbot (S. E. Sears). Edwardian cars: 1. 1912 Ford (Lt. M. Atkinson); 2. 1905 Panhard (G. Frank); 3. 1914 Ford (E. V. M. Ford). Prize for the oldest car in rally: 1895 Lutzmann (E. S. Berry).

Reliability trial and driving test results: Veteran cars up to 1900: 1. 1899 Deauville (A. Prince); 2. 1900 Panhard (E. H. Jarvis); 3. 1900 New Orleans (W. Browning). Veteran cars 1901-4: 1. 1904 Spyker (S. Reece); 2. 1904 Oldsmobile (G. Mawer); 3. (tie), 1903 Clement-Talbot (S. E. Sears) and 1903 Lanchester (F. Hutton-Stott). Edwardian cars: 1. 1911 Rolls-Royce (J. V. Bolster); 2. 1908 Renault (J. G. Robertson); 3. (tie), 1912 Ford (Lt. M. Atkinson) and 1913 Unic (J. Stradling).

Midlands Motoring Enthusiasts' Club.—Marshals are still urgently needed for the Silverstone race meeting on July 1. Contact the secretary, Miss J. Angell, 30, Ivy Road, Sutton Coldfield.

Bristol M.C. and L.C.C.—The Poole Trophy trial, run during the night of May 20-21, proved popular with the thirty-eight entries—and this despite a certain loss of sleeping-time. It was a point-to-point navigation competition, and the graphs and arithmetic formulae carried by the crews were as varied as the byways and lanes which had to be negotiated. In the main the night was fine, but during the early hours of the morning—so add to the difficulties of map reading in the dark—a light mist settled; it did not, however, prevent four stalwarts from coming through without loss of marks, and a special test decided the winner.

Falcon M.C.—More news of the speed trials to be run at Tewin Water on June 18: invited clubs are the Berkhamsted, Vintage, North-West London and Herts County, and entries must be with Mr. D. A. Chiles, of 16, Owles Lane, Buntingford, Hertfordshire, first post tomorrow, June 10. Classes will include racing and sports cars, and saloon cars—the latter to be in standard trim. Entrance will be by programme (price 2s 6d, car park 2s), and the event will start at 12 noon.

Yorkshire S.C.C.—Provisional results of the Rallye Automobile Scarborough, run on May 20-21, are as follows: **Ackernley Trophy** (best performance irrespective of class): Standard Vanguard (J. Wallwork), 43.14 marks lost. Saloon cars. Up to 1,500 c.c.: 1. Riley (E. B. Booth), 84.76 marks lost; 2. Ford (C. Corbishley); 3. Vauxhall (R. Netherwood). Over 1,500 c.c.: 1. Sunbeam-Talbot (S. T. Gambles), 99.57 marks lost; 2. Ford (G. R. Holt); 3. Citroën (J. R. Rothwell).

Open cars. Under 1,500 c.c.: M.G. (M. Thordoff), 44.34 marks lost; 2. M.G. (D. M. McKechnie); 3. M.G. (G. D. Scott). Over 1,500 c.c.: 1. F.N.-B.M.W. (A. Slater), 105.97 marks lost; 2. Lea-Francis (J. H. Thompson); 3. Austin A.30 (E. B. Wadsworth). Ladies' trophy: Hillman Minx (Mrs. M. M. Mosby), 127.65 marks lost. Team prize: B.A.R.C.—M. Thordoff, D. M. McKechnie, A. Hudson.

West Essex C.C.—Plans have been made to hold a dance in aid of the R.R.M. fund on June 28 at Ye Old King's Head, Chigwell, Essex. Tickets will cost 6s each, and will include a buffet. Enquiries to J. W. Burgess, "Kander Lea," Chestnut Walk, Woodford Green, Essex.

Fiat 500 Club.—Next Sunday, June 11, members will meet at the Marquis of Granby (at the end of the Kingston Bypass) at 11.30 a.m. for a luncheon run to the Lake Hotel, Godalming, Surrey, with an invitation tea to follow at Dr. Reddell's House, Ental Hall, Witley.

M.G. Car Club.—Provisional results to the Scottish week-end rally, run on May 20-21 are as follows: **Open class:** 1. H.R.G. (W. K. Stewart); 2. M.G. (W. A. Breatley); 3. H.R.G. (J. S. Mitchell). **Closed:** Ford (F. A. Mickel). **Team award:** W. K. Stewart, W. A. Breatley, and N. L. Paterson driving M.G.

N.W. London M.C.—The Lawrence Cup was won by W. H. Waring in a Bellow in the trial of that name run on May 28. Winner of the 1,100 c.c. class was C. L. Bold, driving his Bold Special, who was awarded the Ripley Cup and the Wick Trophy went to A. E. Rumfitt, in his Allard, winner of the unlimiteds. First-, second- and third-class award winners were as follows: **1st class:** Ford-Austin (H. Hopkinson); Whiteford (J. T. Spare), Betsy (L. J. Tolman), H.C. Spl (H. Coker); **2nd class:** Ford Spl (V. S. A. Biggs), Spence (E. G. Spence), Mercury Spl (R. W. Faulkner), Brayshaw Spl (H. F. Brayshaw); **3rd class:** Cotton Spl (D. F. H. Cotton), Lea-Francis (A. L. Denyer), Price Spl (D. W. Price); Riley Spl (B. Fitzwater). **Team prize:** J. T. Spare, B. Fitzwater and L. J. Tolman.

Southsea M.C.—The Cannon Cup Rally will be run this Sunday, starting from Portsmouth, Hill, Cosham, Hampshire, at 2.30 p.m. The course will cover approximately 29 miles, and will be run entirely upon metal-surface roads. Tea will be served at the Boar's Head, Boarhunt the finishing point.

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1940 M.G. 1½-litre Sports Saloon, black/grey leather, radio and heater, 11,000 since engine reconditioned	£535
1939 ROVER 14 h.p. Sports Saloon, black/blue leather, radio, 2,000 since engine reconditioned. One owner	£595
1938 ROVER 16 h.p. Saloon de Luxe, 6-light, black/brown leather one owner	£575
1943 STANDARD 14 h.p. Saloon de Luxe, grey/blue leather	£610

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BENTLEY, 3½ litre sports sal., Park Ward body, exceptional, cond., carefully used, superb eng.	1934	£895
BUICK, 28 h.p. 6-str. touring sal., 1935/36, good cond. for the year, leather interior, fine runner	1935	£195
BUICK, 38 h.p. Viceroy sal., 1939, postwar features, radio, heater, spotless cond., leather upholstery	1939	£595
BUICK, 30 h.p. Carlton foursome d/h. coupe, black and chrome, new hood, radio, very fast, fully guaranteed ..	1937	£475
CHRYSLER 20 h.p. Kew, 6-str., touring sal., 1938, good cond., modern lines, engine recently overhauled ..	1938	£345
CHRYSLER, 24 h.p. Wimbledon saloon, 1937, fitted overdrive, exc. mechanically, int. fair cond., only ..	1937	£255
CADILLAC, 40 h.p. V.8, foursome d/h. coupe, 1939 cond., almost as brand new, spectacular performance, steering col. gears, built in radio, heater, etc.	1939	£795
DAIMLER, 2-litre 18 h.p. sports sal., 1940, black and chrome, blue leather, one private owner, opportunity ..	1940	£650
FORD, V.8, 22 h.p. sal., 1936 sound runner, good tyres cellulose a bit dull, but coachwork quite sound	1936	£199
FORD, V.8, 30 h.p. 6-str. sal., 1940, reg. 1947, £10 tax, all postwar features, very good mechanically	1940	£475
FORD, V.8 30 h.p. shooting brake registered 1947 (full mouth organ front, light oak body, leather upholstery, 4-door model with extra rear entrance, recommended	1947	£395
MERCEDES BENZ, 38 h.p. supercharged foursome d/h. coupe, 1938, immaculate, black and chrome, red leather, host of spec. features, radio, terrific performance, 6 new tyres	1938	£975

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COMING SHORTLY

- JUNE 10.—Lancashire 'A.C. Morecambe rally, followed by tests on Morecambe promenade.
10.—Midland A.C. Hill-climb, Shelsley Walsh, 1.30 p.m.
10.—Maidstone and Mid-Kent M.C. Race meeting, Silverstone.
10.—Grimsby M.C. Rally and concours d'elegance for veteran and vintage cars and motor cycles, starting Cleethorpes promenade, 1 p.m.
10-11.—Chiltern C.C. Eighth annual touring rally, starting George Hotel, Beaconsfield, Buckinghamshire, 11 a.m.
10-20.—Rallye Gastronomique, France.
11.—Lothian C.C. Inter-club team trial, starting Stobo village, near Peebles, 1 p.m.
11.—Sunbeam-Talbot O.C. Rally, starting Manor House Hotel, near Moreton-hampstead, Devon, 2.30 p.m.
11.—Southsea M.C. Cannon Cup rally, starting Portsdown Hill, Cosham, Hampshire, 2.30 p.m.
11.—Ramparts Race, France.
11.—Vosges Grand Prix, France.
11.—Rome Grand Prix, Italy.
11.—Bentley D.C. Luncheon Bedford Hotel, Bedford Square, Tavistock, Devon, meet at 12 noon for lunch at 1 p.m., followed by a picnic tea and a noggin and natter in evening.
11-12-13.—Dauphine Rally, France.
12-17.—Belgian Rally, Belgium.
15.—B.R.D.C. Manx Cup and Britis's Empire Trophy Races, Isle of Man.
17.—B.A.R.C. Race meeting, Goodwood (closed).
17.—Bugatti O.C. Race meeting, Silverstone.
17.—Scottish Motor Racing Club. Speed trial, Granton.
17.—Brighton and Hove M.C. Brighton-Beer trial.
17.—Veteran C.C. Run for veteran and Edwardian cars, starting Tudor House, Bearsted, near Maidstone, Kent.
17.—Herts County A. and A.C. Closed rally, Panshanger aerodrome, Hertfordshire, 2.30 p.m.
18.—Falcon M.C. Speed trial, Tewin Water Estate, nr. Welwyn, Hertfordshire, starting 12 noon.
18.—Disabled Drivers' M.C. Annual rally, Royal Orthopaedic Hospital, "Woodlands," Bristol Road South, Selly Oak, Birmingham, 2 p.m.
18.—Vintage S.C.C. (northern). Visit to the police driving school, Hutton, near Preston, starting 10 a.m.
18.—Sheffield and Hallamshire M.C. Hallamshire team rally.
18.—Noggin and natter, Cross Hands Hotel, Old Sodbury, Gloucestershire, 7 p.m. onwards.
18.—Belgian Grand Prix, Spa, Belgium.
24-25.—Le Mans 24-hour Race, France.

IN BRIEF

Firestone tyres were fitted to the winning car of the Indianapolis race for the 27th consecutive year.

The Alfa-Romeo cars which competed in the European Grand Prix, at Silverstone, were equipped with Marelli special racing magnetos.

A booklet called *Farm Tractor Lubrication* has been produced by C. C. Wakefield and Co., Ltd., the makers of Castrol oils. It is available to readers, without charge, upon application to the company.

Mr. William Ritchie, director of Ritchies, Ltd., 333, Scotland Street, and 36, Renfrew Street, Glasgow, died recently. He will be remembered particularly for his untiring efforts in aid of the Motor and Cycle Trades Benevolent Fund.

For the year ended December 31, 1949, the consolidated net profit of Rolls-Royce, Ltd. was £1,219,007, upon which taxation was £899,505. A dividend at 20 per cent, less income tax, on the issued capital of the holding company has been recommended.

Pending the building of a larger and more up-to-date sales and service department on a central site, Leslie Matthews and Co. have now opened temporary city showrooms at 95-97, Bristol Street, Birmingham, 5, a few hundred yards from the blitzed premises where they were established in 1922.

Pirelli, Ltd. have opened a new tyre depot at 1, Adam Street, Cardiff, to give improved service to traders in South Wales. Mr. T. Smeaton Dick has been appointed manager. The depot at 15, Adelaide Street, Belfast, is now under the management of Mr. J. M. Boyd, an Ulsterman who has been associated with the tyre industry in Northern Ireland for many years.

A new system of speeding up the manufacture of dies for power presses has been introduced in this country, as a result of co-operation with American motor manufacturers, by Composite

Forgings, Ltd., who have set up a factory at Luton, Bedfordshire.

By the composite method it is no longer necessary to shape dies from solid pieces of tool steel, and companies such as Austin, Morris and the Rootes Group, which have already adopted the system, should be able to speed up production from approved prototypes in the future.

A pocket guide to hotels and restaurants in Paris has been published by the Michelin company in English. There are several classifications of restaurants, by type, price and district. A glossary of menu terms is included. The guide is available from Anglo-French Periodicals, Ltd., 25, Villiers Street, London, W.S.2, price 3s.

Owing to increased output the price of Woodhead Monroe rim spring dampers has been reduced from 55s to 51s 8d each. Strong conversion brackets are available for different models. All enquiries should be addressed to Gervis Components, Ltd., 4, Wakeman Road, Willesden, London, N.W.10.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15476.—1938 Opel Cadet

"L. E. P."—All possible information and a handbook.

No. 15477.—1930 12.8 h.p. Schneider

"J. M. P."—All possible information and a handbook.

No. 15478.—1937 Opel Cadet

"D. S. P."—All possible information, hints and tips on maintenance and a handbook.

No. 15479.—Handbooks Required

"M. C. S. H."—1929 14-45 h.p. Talbot.

"E. C. J."—1937-38 Vauxhall Fourteen.

"W. M. A."—1938 14-60 h.p. Triumph Dolomite.

"E. K. D."—1932 Lanchester Ten.

"A. G. M. P."—Doyle's *Motor Cars of the World*.

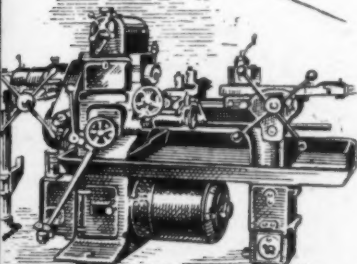
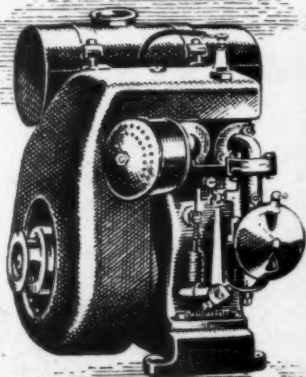
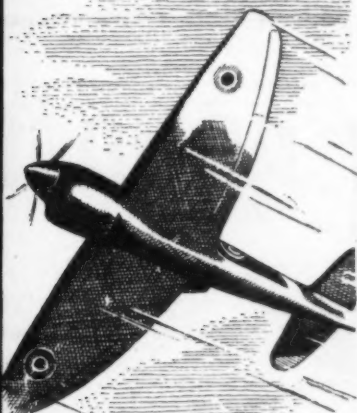
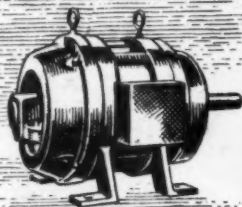
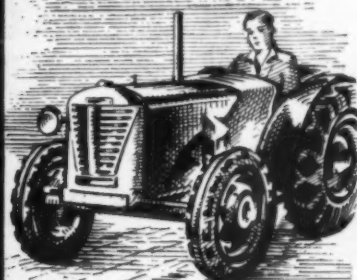
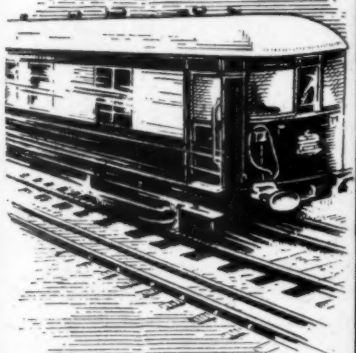
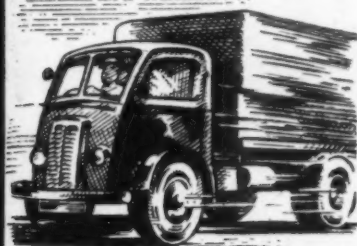
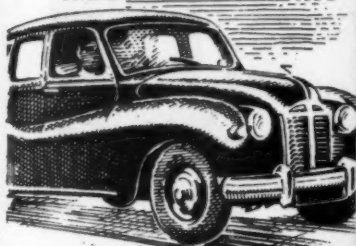
"C. H. M."—1934 B.S.A. Ten.

"J. F. T. W."—1936 15.7 h.p. A.C.

"H. W. E."—Lancia Aprilia, Italian text.

"V. E. F."—1933 J2-type M.G. Midget.

"P. J. R."—1932 Rover Ten.



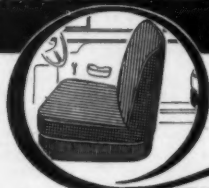
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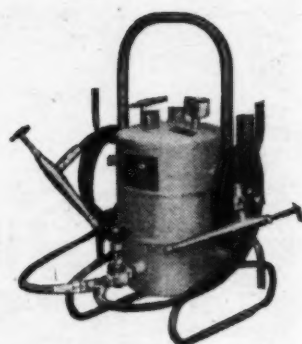
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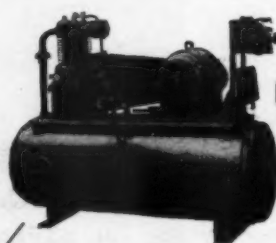


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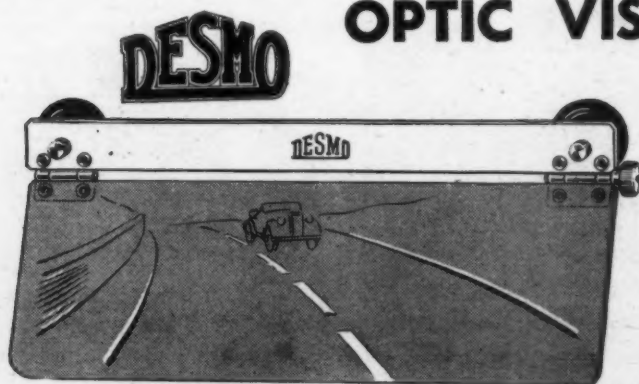
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- 1948 July Austin 16, green, brown leather upholstery, wheel discs, draught deflectors, 13,000 miles..... £925
- 1946 Feb. Austin 16, black, brown upholstery, new condition, moderate mileage..... £675
- 1947 June Austin 10, black, brown leather upholstery, one owner, 10,000 miles..... £715
- 1946 Oct. Humber Super Snipe, black, brown leather upholstery, Philco radio, new condition 17,000 miles..... £850
- 1946 Feb. Jaguar 1½-litre saloon, black, brown leather upholstery, 17,000 miles..... £840
- 1948 April Standard 14 saloon, black, blue hide upholstery, Ekco radio, one owner, 12,000 miles..... £773
- 1938 Standard 12 d/h. coupe, black, fawn hide-upholstery..... £325

1948 April Triumph Roadster, black, beige hide upholstery, fog lamp, twin wind horns, Clayton heater, scintilla ignition, 10,000 miles..... £925

1947 April Wolseley 14, black, brown leather upholstery, heater, one owner, moderate mileage..... £780

1947 April Rover 16, 6 light saloon, black, beige upholstery, one owner, 17,000 miles, as new... £1,175

1946 June Rover 14, 6 light saloon, black, brown leather upholstery, radio, moderate mileage... £945

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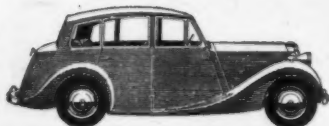
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1948 AUSTIN "16" Saloon, green, 12,000, £75 worth of extras	£950
1949 AUSTIN Devon Saloon, fawn, 8,000	£865
1949 TRIUMPH 2000 Saloon, black, 8,000	£1,250
1949 TRIUMPH 1800 saloon, grey, 7,000	£1,195
1948 TRIUMPH 2000 Roadster, grey, 5,000	£1,050
1949 VANGUARD saloon, grey, 149 miles	£1,050
1949 MINX saloon, black, 780 miles	£825
1948 FORD Prefect saloon, 17,000	£579
1947 STANDARD "8" saloon, re-con. eng.	£475
1947 AUSTIN 8 saloon, blue, 18,000, £80 worth of extras	£825

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1948 August STANDARD 12 drop head coupe, finished black with red leather, one owner	£825
1948 September ROVER 75, grey, 6,000 miles, immaculate	£1,495
1948 November RILEY 1½-litre utility, very smart vehicle	£985
1947 ARMSTRONG Typhoon, finished grey, immaculate car	£950
1947 May ROVER 12 saloon, black with fawn leather, radio, 7,000 miles	£1,025
1947 September STUDEBAKER saloon, maroon L/H drive, 10,000 miles, one owner	£1,350

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1946 M.G. T.C. 2-seater	£535
1946 ARMSTRONG Hurricane drop head	£795
1946 STANDARD 12 h.p. saloon	£575
1946 FORD Anglia 8 h.p. saloon	£345
1939 BUICK Ambassador saloon de luxe	£875
1939 JAGUAR 1½-litre saloon de luxe	£835
1939 FORD 8 h.p. saloon de luxe	£825
1939 ROVER 12 h.p. saloon de luxe	£825
1939 DAIMLER 2½-litre de luxe saloon	£825
1939 STANDARD 14 saloon de luxe	£445
1938 MORRIS 8 h.p. saloon de luxe	£265
1938 HILLMAN 10 saloon de luxe	£310
1937 AUSTIN 10 h.p. saloon	£345
1937 AUSTIN 12 h.p. saloon	£335
1935 ROVER 10 h.p. saloon	£265

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'39 Vauxhall 12 SL, choice of two from ...	£369
'39 Standard 8 Sun SL, good condition.....	£329
'39 Hillman 10 SL, choice of two from ...	£359
'38 S.A. Scout two-seater Sports.....	£259
'38 Ford Prefects, choice of three from...	£299
'38 Austin Big 7 SL, well maintained.....	£265
'38 Austin 7, sun sl., excellent condition	£235
at 237, BRIXTON HILL, S.W.2. Tulse Hill	3664
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'46/7/8 Standard 8 d/hds. choice three from	£425
'47 Ford Anglia SL, choice of six from.....	£445
'39 Hummer Super Snipe, carefully maint'd	£425
'38 Rover 10 6-light SL, excellent condn....	£455
'38/9 Ford Prefect SL, choice five from...	£299
'38/9 Hillman 10 SL, choice four from...	£285
'38/9 Morris 8 4-dr SL, choice three from	£285
'38/9 Standard 8 d/hds., choice three from	£255
'46 Standard 14 SL, black, excellent condn.	£675

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1939 Vauxhall 12 saloon	£395

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1939 Morris 10 Saloon	£15	18	0
or 30 monthly instalments of	£325	0	0
1937 Welsley 14 Saloon	£13	2	2
or 30 monthly instalments of	£245	0	0
1935 Welsley 12 Saloon	£9	17	8
or 30 monthly instalments of	£185	0	0
1934 Morris 10 Saloon	£7	0	0
or 30 monthly instalments of	£425	0	0
1939 Austin 10 Goodwood Saloon	£17	2	10
or 30 monthly instalments of	£385	0	0
1939 Morris 8 Saloon	£15	10	7
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1935 Austin 10 Saloon	£10	1	8
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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 A.C. 2-litre saloon, 12,000 miles, excellent condition; £1,095.—Portsmouth Rd., Thames Ditton, Esherbrook SS51/2/3. (5476)
CHARLES RICKARDS, Ltd., the house of standing C and repute.

1938 A.C. 16hp 2-seater, supercharged, finished silver and red, in magnificent condition throughout.

56 Baywater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. (4848)
1937 A.C. 16/80 special 6-head coupe, entirely rebuilt and reconditioned, every conceivable extra and feature, just run in and very fast.—8, Lumley Gardens, Cheam, Surrey. Fairlands 6373. (5208)

ADLER
G. P. (BALHAM), Ltd., offer:—

£235—1938 Adler 10.8 4-door de luxe saloon, in excellent condition, any trial.
G. P. (BALHAM), Ltd., Balham Hill, S.W.12 (100 Gys Clapham South Tube). Batt. 5117. (3411)

BROOKLANDS. ALFA-ROMEO

FIRST registered 1937, Alfa-Romeo 17-50 supercharged Zagato open sports 2-seater, in immaculate condition throughout.

103 New Bond St., W.1. Tel. Mayfair 8351-6. (5064)

HAROLD RADFORD & Co., Ltd.

1934 Alfa-Romeo 2.3-litre supercharged 2-door 4-seater, engine overhaul at cost of £260; red with red leather upholstery.

HAROLD RADFORD & Co., Ltd. Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (4168)

BARTLETT—Alfa-Romeo 2.3 8-cyl. supercharged 100 m.p.h. 2-seater; £625.—27a, Pembroke Villas, W.11. (5160)

17-50 4-seater drop head coupe, whole car in exceptional condition, just been rebuilt, including engine, recellulosed, new wood, etc., can be seen in London or address below; £550.

BENNETT, Chantry Cottage, Waltham St. Lawrence, Berks. Shurlock Row 260. (5425)

1935 Special 2.3 supercharged Alfa-Romeo, strikingly attractive 2-4-seater Italian body with Monza cowling, mechanically perfect, terrific acceleration and performance; £700; exchange considered.—T. H. Farthing, Tintinhull, Yeovil. Martock 3212. (5360)

395 gns.—Alfa-Romeo, 1932, rebuilt and registered 1938, 1,750cc, type 6.C twin overhead camshaft super-sports 2/8-seater, silver-grey, blue leather, concealed hood, good tyres, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 weekdays and Saturdays Rowland Smith, Hampstead Tube, Hampstead 6041. (5618)

1938 Alfa-Romeo twin cam unblown 1,750cc 2-3 built to supercharge, engine understood to be lively and economical, taxed, basic, good reason for sale; £575 cash or exchange 4-cyl 1 1/4-litre Riley Lynx and £200 cash.—John E. Maw, Leamhurst, Hadley Rd., Barnet. Tel. 7167 (evening) 5555 (day). (4208)

Alfa-Romeo Cars Wanted

BARTLETT—Always buys Alfa-Romeos.—27a, Pembroke Villas, W.11. (5161)
ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Alfa-Romeo Spares and Service

BEVERLEY MOTORS, Colombe Rd., New Malden, have a limited stock of Alfa-Romeo spares; supercharger parts, half shafts, etc.—Tel. Malden 4403.
THOMSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars.—Portsmouth Rd., Cobham and Brooklands Track, Weybridge Surrey. Byfleet 520. (0124)

CAR MART, Ltd. ALLARD

ALLARD 1948-9 drophead coupe, 12,000 miles; £1,075.
Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (4990)

1948 ALLARD Allard 2-seater, 6,000 miles, one owner; £895.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. (5569)

DAGENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. (0151)

1949 Allard 2-str. 3,000 miles.—British & Colonial Motors, Ltd., Upper St Martin's Lane, W.G.2. Tem. 3588. (4265)
RIPCO, Ltd., offer—1949 Allard 2-seater, 3,000 miles, turquoise blue.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952/4. (5237)

ALLARD d/h works coupe (maroon), 13,000 mls., April 1949, one owner; £975.—Standhill Garage, Carlton Hill, Nottingham (Carlton 58068). (4674)

1948 Allard open 4-seater, 11,000 miles, black; £775.—Park Garage (Molesley), Ltd., Hamp. Court Way, Molesey. Tel. 4571. (1763)

ALLARD 1948 continental type four-seater, special luggage accommodation, tonneau cover, perspex side-screens, fram. taxed, guaranteed under 10,000, original private owner; £775.—Doncaster 3003 (4646)

1948 4-seater coupe, one owner, very beautiful condition; £775; exchanges and terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1023. (5324)

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1950 ALLARD Allard (July), B.M.T.A. consent, black drop head coupe, 5,000 miles guaranteed, perfect throughout; no dealers.—Apply writing Sir Philip Brookhurst, Bt., Smythamley Park, near Macclesfield. (3587)

BRITISH & COLONIAL MOTORS, Ltd., require good Allard cars.—Upper St Martin: Lane. W.G.2. Tem. 3588. (4268)

Allard Cars Wanted

ALLARD'S MOTORS, Ltd., for all Allard spares.—45-45, Acre Lane, London, S.W.3. Brixton 6431.

ALLARD MOTOR Co., Ltd., Service Dept., 51 Upper Richmond Rd., London, S.W.15. Tel. Vandike 2533.

NECON COACHWORKS, of Fulham, 9, Escourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2 K.2 and tourer bodies. (0467)

BRISTOL STREET MOTORS, Ltd., 164-165, Bristol St., Birmingham, 5 (Tel. Midland 5661), for new and used Allards, spares and services. Distributors for Warwickshire, Leicestershire and Northamptonshire.

BROOKLANDS. ALVIS

ALVIS Distributors for London.

1948 Alvis 14hp special drop head 4-seater coupe by Tickford, speedometer reading 6,000 miles, fitted radio.

1948 Alvis 14hp saloon, black with beige leather, speedometer reading 11,000 miles.

BOTH approved by the makers and carry 3 months guarantee.

1947 Alvis 14hp utility, in exceptional condition throughout.

CATALOGUES available for new 3-litre at

103 New Bond St., W.1. Tel. Mayfair 8351-6. (5059)

CAR MART, Ltd.

ALVIS Speed 20, 1936, saloon, one owner, 6 months' guarantee; £785.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (4991)

BROWN'S ALVIS.

1948 Alvis 14hp sports 2-4-seater tourer specially built grained utility styled body, 12,000 miles, one owner, immaculate condition; £895.—Brown's Garage, (Essex) 4119 (Tube). (3576)

SAUL & SLATTER, Ltd., offer:—

1937 Alvis 4.3 fitted 4-door sports saloon body, engine just revalved; new pistons fitted, the whole car in exceptional condition throughout, £100 overhaul; £575.—44-46, Aldermans Hill, Palmers Green, N.13. Pal. Grn. 1205-7173. (5064)

JAMES SIMPSON (SALES) offer:—

1937 Alvis 25hp sports saloon, excellent condition; £500.

JAMES SIMPSON (T.C. MOTORS), Ltd., 244, Brompton Rd., S.W.3. Ken. 9464. (5548)

CHARLES POLLETT, Ltd., offer:—

1938 Alvis 4.3, fitted most attractive, 4-door sports saloon body by Mayfair, black, beige leather, 58,000 miles, modified to 1939 specification, good history; Berkeley St., W.1. May 6266.

18 SERVICE Works and Stores, 118, Wellesley Ave., W.6. Riv. 1413. (5073)

£295—A very good example of 1934 Speed 20

1935 12hp Firefly; this car can genuinely

£235 be described as in beautiful condition, having had one careful owner for many years.

£145—1930 Silver Eagle 16hp 2-seater and dickey,

recent complete overhaul, very clean, new tyres and battery; hire purchase and insurance.

ALTON GARAGE, The Alvis People, 17, Brook Mews

A North Craven Rd., Paddington 3952 and 4710. (5497)

1949 Alvis with beautiful Tickford drop head

coupe coachwork.

ANTHONY CROOK MOTORS, Town End, Caterham

Hill, Surrey. Tel. 466. (5567)

1935 Alvis Firebird 4-door saloon, black, manual

box, works maintained, new tyres and in

very sound condition.—Box 4693. (1549)

1936 Alvis 17hp sports saloon, showroom condition; £395; 1935 Lagonda 21hp 2-seater; £185.—J. Taylor Rd., Odal, Bradford.

PERFORMANCE CARS, of Daleham Mews, Belsize

Lane, N.W.3 (Ham. 8707), offer 1954 Alvis Speed

20 saloon by Charlesworth. See under "Sports Cars." (5442)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1932 Alvis sports saloon 20hp, engine recently overhauled, new clutch and gears, engine, chassis, tyres good condition, taxed 'year. £250.—Box 4673.

ALVIS in Scotland, sales, spares and service; attractive range of used cars always available.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598.

495 gns.—Alvis 12-70, 1935, 4-door sports saloon, cream, sliding head, maroon leather, twin wind-tone horns, very good condition; terms, exchanges.—Rowland Smith, below.

950 gns.—Alvis 14, April, 1947, 4-door sports saloon, black, sliding head, green leather, H.M.V. radio, twin Windtone horns, one careful owner, 16,200 miles, exceptional condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Alvis Speed 20, 1933, Mayfair foursome drop head coupe, black, fawn leather, very good condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Alvis Speed 25, 1937, 4-door sports saloon, black, red wheels, sliding head, maroon leather, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1937 upholstery, perfect condition; £395.—Clayton's Cars (London), Ltd., 337, Euston Rd., N.W.1. Tel. No. Euston 5228 (5 lines).

ALVIS 1936 Finlay 14hp saloon, fitted with new clutch and carburettor units, windscreen wiper and starter motors, 5 new tyres, Alvis maintained, 20-22mpg, body excellent; £350; see Coventry.—Box 4699.

£135 offer.—Alvis 12-50 2-5-seater open 1931, 1931 model, new hood, slidescreens and windscreen recently fitted, mechanically sound, tyres good.—232, Church St., Little Lever, Bolton, Lancs. (4756)

1938 (July) Alvis 20 Charlesworth saloon, in spotless condition, mileage 41,000, checked by makers, every conceivable extra, dual ignition, Luvay one-shot, jacking system, new tyres and batteries blue and black, brown hide; £425.—Tel. Hatch End 930.

PROBABLY the finest Alvis Firefly coupe on the road, £400 overhaul by Alvis racing specialists this year, family reasons necessitate a saloon; price £255, or would take Speed 20 in exchange or part exchange depending upon condition; open to any reasonable expert examination; view by appointment.—Finchley 3020 (London).

1935 Alvis limousine, 7 seats, face forward, body by Mayfair Carriage Co., this car has not been used since September, 1939, fitted with discs, the original spare never been used, mileage 23,000, one owner; the car must be seen to be appreciated, it is absolutely as new.—A. Ringle, 262a, Clapham Rd., S.W.9. Macaulay 1512.

IMOUSINE 20hp Double Enclosed, 7-forward, black, mileage 28,000, another 20hp, genuine 19,000 (unused 10 years), beautiful condition, black, £265. Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. 15255

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. 10914

WANTED—Alvis cars, post-war saloon and coupe models; send all details to:—

RNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. 10023

WANTED, pre-war 12-70 Alvis.—Vandervell, 215, Haverton Hill, N.W.3. 14493

F. ERSKINE & Sons, Alvis distributors of Woking, invite details of late models for disposal.—Woking 350.

CHARLES RICKARDS, Limited, wish to purchase good cars, pre-war Alvis cars.—56, Baywater Road, W.2. Paddington 1590.

CARDEN MOTORS require to purchase Alvis 12-70 saloons and drop heads, 1938-40, in good clean condition; write, call or tel., stating price required.

CARDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds, Tel. 414-315.

1948-9 Alvis; please give particulars and price. Hurst Lane, Manchester, 18. Rev. 2874/3. 10494

CHARLES FOLLETT, Ltd., buy good late model cars, 18, Berkeley St., W.1. May. 6266. Service Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. 18561

W. WILKIN, Ltd., of Kingston-on-Thames, are keen buyers of post-war Alvis cars in good condition; Alvis agents for sales and service.—Kingston 2241. 4232

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. "Grams." "Alviscar Gold London."

ND at Alvis Ltd., Service Station, Holyhead Rd., Coventry, Tel. 6501. Grams, Alvis, Coventry.

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE—12, Wellesley Ave., W.6. Riv. 1413.

INGSTON-ON-THAMES—Sales, Service and Spares. O. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. 11565

JAMES H. GALT, Ltd., Alvis distributors for Scotland. Works, 71-73, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 9636. Comprehensive spares and service 10730

American Cars Wanted

WANTED, American cars, all makes, for cash.—Parade Garage, Gallows Corner, Romford, Essex. Ingrebourne 245.

ARMSTRONG SIDDELEY

BROOKLANDS.

1948 Armstrong Siddeley Lancaster saloon, black with green leather; choice of two.

103 New Bond St., W.1. Tel. Mayfair 8351-6.

S. G. SMITH (MOTORS), Ltd., offer:—

1947 (November) Armstrong Siddeley Typhoon, normal mileage, fitted heater, radio, and many other extras; £375; selection of 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. 19071

ARMSTRONG SIDDELEY

CAR MART, Ltd.

ARMSTRONG 16, 1947, Typhoon saloon, radio, heater, 16,000 miles; £1,075.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Buss 1212. 4992

PASS & JOYCE, Ltd., offer:—

1948 Armstrong Siddeley Lancaster saloon, black, brown leather, bench type front seat, pre-selector gear box, one owner, in excellent condition.—184, Great Portland St., W.1. Museum 1001. 6806

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1939 Armstrong Siddeley 25hp seven-passenger limousine, finished in black with fawn Bedford cord upholstery to rear seats, blue leather to driving seat with division, genuine mileage since new, 27,000, one owner, coachwork unscratched, mechanically excellent, tyres as new whole car in 1947 condition; £895.—The Broadway, Mill Hill N.W.7. Tel. Mill 3040. 4914

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 (September) Armstrong Siddeley Hurricane coupe, as new, £275.—Portsmouth Rd., Thames Ditton, Esherbrook 5551/2/3. 5475

VERY special cars, Armstrong 17, outstanding, V. Lely smart; £325.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. 4829

1936 Armstrong 17hp saloon, fitted partition, new engine, good condition throughout; £200.

DOUGLAS CAR SALES, 24, Dorset Rd., Tottenham, London N.15. Stamford Hill 7352. 5196

1947 beautiful condition, heater, finished in black; £950.

IVER SERVICE GARAGE, High St., Iver, Bucks. Tel. Iver 161. 4060

£285—Armstrong 1936 14hp de luxe saloon, black, 30,000 miles, with red leather, most exceptional condition throughout; Box 4568.

SOUTH WESTERN GARAGE, New Malden, Surrey. Malden 1212. 5197

1938 14 Armstrong saloon, black, brown leather, fitted radio, good tyres, in exceptional condition throughout; £395.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. 5623

1937 roof, red leather, exceptionally nice motor car for the low price of £195.

DOUGLAS CAR SALES, 24, Dorset Rd., Tottenham, London N.15. Stamford Hill 7352. 5196

1941 wishes sell Armstrong Siddeley black Typhoon, small mileage, chauffeur maintained, immaculate condition; £1,075.—Box 4568.

350 fawn with brown leather; £1,100.—Emlyn Garage, Newcastle-Emlyn. Tel. 245.

1948 Armstrong Typhoon saloon, immaculate condition, one owner; £275.—Terbert & Mills, Church Rd., Ashford, Midx. Tel. 2960. 5152

1947 late car; £950.—Bella Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. 5536

1948 Armstrong 16 Lancaster saloon de luxe, black, 3,000 miles; £1,195.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. 5486

1939 (July) Armstrong Siddeley 16hp 6-light Armstrong, thoroughly overhauled; £600.—Parke, 26, Bellevue Gardens, S.W.9. Tel. Whi. 1124. 5523

825 gns.—Armstrong Siddeley, 1947, Hurricane foursome drop head coupe, grey, blue leather, pre-selector, new tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, Hampstead 6041. 5589

395 gns.—Armstrong Siddeley, 1936, 17hp long chassis 7-passenger limousine, black front leather, rear Bedford cord, sliding partition, face forward, occasional, pre-selector, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Armstrong Siddeley, 1937, 25hp 4-door touring saloon, black, sliding head, green leather, pre-selector, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 5589

ARMSTRONG SIDDELEY 16hp 1939 saloon de luxe, maroon, with wine hide; the condition of this car is quite equal to new models; £625.—B. H. Motors, Biggles Corner, South Mimms, Herts: South Mimms 2251-2. 5351

1934 seater, sliding division, face-forward occasional, really exceptional condition throughout; £225.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. 5563

1936 20-25 Armstrong Siddeley car Atlanta body, painting blue, blue leather upholstery, automatic clutch, not used since 1939 excepting for 3 months 2 years ago, in fine condition. Apply Hadland, Southlands, Banbury, Oxon. 5358

ARMSTRONG SIDDELEY 1934 15hp, engine sleeved and overhauled, excellent condition, good tyres, etc., any trial, spare engine, gear box and axle spares, etc.—Walker, 182, Kingsdown Rd., Upper Stratton, Swindon, Wilts. £325. 5391

1938 Armstrong Siddeley sports limousine with division, just like new and very beautiful streamline body, only wants great; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. 5434

IMOUSINE, 1939 Series, Long-25, partition, widest occasional, black, genuine low mileage, privately owned. £785. Below.

8500 genuine mileage, 1939 Long-17hp-partitioned, blue leather, sliding partition, forward occasional, literally like brand new £1,060, also selection 17hp, from £385. Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. 15257

Armstrong Siddeley Cars Wanted

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHT

J. CORYTON, Ltd.

AUSTIN 8hp saloon, 1946, exceptionally clean and mechanically first-class, guaranteed condition, reasonable mileage; £535.
139—1948 Fulham Rd., South Kensington. Ken. [5128]
 H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8hp saloon de luxe, 18,000 miles; £565.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [5258]

AUSTIN 8 tourer, first registered 1946, in good condition throughout; £295.—Moss, 146, Hills Rd., Cambridge 87519. [4870]

1947 Austin 8 saloon de luxe, 7,000 miles; £585.—L. F. Dove, 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [7397]

1939—40 Austin 8-4 door saloon, guaranteed; £350; payments.—Oldfield, 4, Russell Gdns, Mews, Kensington, Park 7780. [5526]

1940 (June) Austin 8-4 door saloon, excellent appearance, good tyres; £365.—348, King St., Hammersmith, Riv. 2837-8. [5294]

£395—Austin 8, 1940, saloon, 4-door, completely reconditioned engine, etc., leather interior, body almost as new; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066-7. Open Mon. to Sat. 9-6 p.m. (50 yards Holland Park). [5540]

1947 model Austin 8 saloon, taxed year, low mileage, exceptional condition; £545.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea, Fla. 7345. [5151]

1946 Registered Austin 8 tourer, excellent condition, reg. £275.—Montrose Motors (N. H. Boswell), 91-7, Roding New Rd., Buckhurst Hill, Essex. Busc 1171-2. [5540]

1939—40 Austin 8hp 4-door saloon de luxe, one owner, extremely good condition; £365.—Vandervells (buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5067]

£295—1940 Austin 8 tourer, with lift-up bonnet similar to 1947 model, finished in black, excellent hood, leather interior, sprung steering wheel, good tyres, outstanding value for money; see below.

£335—1939 Austin 8hp saloon, new type model, with lift-up front as post-war model, black, brown leather, clean condition, exceptionally economical little runner, good tyres, outstanding opportunity, fully guaranteed in writing.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2361 and 3115. Easy and confidential hire purchase. Part exchanges. Free delivery. Write for 18-page post-free stock list. [4952]

475 gns.—Austin 8, Dec. 1945, de luxe 4-door saloon, black leather, head, blue leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5591]

Austin Eight Cars Wanted

AUSTIN TEN

£199—1936 Austin 10 de luxe saloon, blue and black, hide interior, excellent runner, good tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6480. [5657]

1946 exceptional condition; £375.—348, King St., Hammersmith, Riv. 2837-8. [5295]

1938 Austin 10 Cambridge saloon, good condition; £355.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221, Mal. 1627. [5521]

Austin 10 2-seater with dickey; £195.—Albion Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [5291]

1947 (July) Austin 10 black saloon, very small mileage; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [5430]

1938 Austin 10, good condition; 1940 Austin 10, excellent condition; choice of two, £425.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221, Mal. 1627. [5213]

1939 Austin 10 Cambridge foursome drop head coupe, a very rare car, in splendid condition; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [5432]

AUSTIN 10 1939 (May) saloon, black engine chassis, a body very superior, everything spit-on, a joy to drive, ins., taxed, light blue interior; £425.—Shepherd, Buckhurst Moors, Binfield, Berks. Tel. Bracknell 54. [5540]

345 gns.—Austin 10, 1939 Cambridge de luxe 4-door saloon, grey and black, sliding head, grey leather, good condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5621]

Austin Ten Cars Wanted

C THE CAR MART, Ltd. London distributors, wish to purchase Austin 10 cars. 297, Euston Rd., N.W.1. Euston 1212. [0953]

SELL your Austin 10 to us; good cars urgently wanted. All models.—Oxford, 67 George St., W.1. Wel. 6899. [4544]

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [5591]

CASH buyers of low mileage Austin 10; distance no object.—Hartons, Lord St., Southampton. Tel. 2268. [0786]

ALL Austin 10 models urgently required, including 1939, 1946, 1947 and 1948.—Corbitt & Taylor, 22, Conduit Mews, W.2. Aub. 6049. [2469]

AUSTIN 10s wanted for cash, immediately.—A King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1347]

RAYMOND WAX, the hire-purchase specialists, are still buying your Austin 10 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5840]

AUSTIN A40

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4178]

AUSTIN A40 Devon, green-brown leather, registered January, 1949, mileage only 5,000; £855.

1949 Austin A40 Countryman, colour green, leather upholstery, immaculate motor car; £795.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4178]

CAR MART, Ltd. LONDON Distributors.

AUSTIN A40, 1949, Dorset saloon, 8,000 miles; £895.

AUSTIN A40, 1949, Devon saloon, radio and heater, 6,000 miles; £840.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [4993]

DICKS CAR SALES offer:—

1949 Austin A40 Devon saloon, 7,000 miles only; £845.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, N.W.6. Maids Vale 6885. [5422]

TOM GARNER, Ltd., offer:—

1949 Austin A40 Countryman, grey, 14,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2, Blackfriars 9265-6. [4857]

TOM GARNER, Ltd., offer:—

1949 series Austin A40 Devon saloon, Portland etc., 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2, Blackfriars 9265-6. [4856]

H. A. SAUNDERS, Ltd., offer:—

1948 Austin A40 Devon de luxe saloon, registered December, 1948, grey, fitted heater, 6,900 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [5258]

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40, Solent blue, 11,000, perfect.—4, Brick St., Park Lane, London, W.1. Grosvenor 3269. [5287]

WARWICK WRIGHT, Ltd., offer:—

1948 Austin A40 Devon saloon, maroon, beige leather, 5,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5016]

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Austin A40 Devon, fitted heater and radio, 8,000 miles only; £845; selection of 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich St., London, S.E.22. New Cross 4444. [59070]

1949 Austin A40 van, small mileage, as new.

CUY ALFREDS & Co. Ltd., 6-7, Warren St., W.1. F. Euston 3269. [5164]

£850—1949 Devon saloon, grey.—Lawton Goodman, 36, North Audley St., W.1. Mayfair 5293. [5293]

AUSTIN A40

PAUL STREET GARAGE Ltd., offer:—

1949 (March) Austin A40 saloon, fitted with heater, 11,000 miles only (spare unused), finished in fawn with beige upholstery; this car is unblemished throughout; £865.

TERMS arranged.

PAUL STREET GARAGE, Ltd., 20, Paul St., London, E.C.2. Tel. Bishopsgate 6781-2-3-4 (nr. Liverpool St. Station or Moorgate Underground). [5490]

1949 Austin A40 Devon saloon 4,000 miles.—British & Colonial Motors Ltd., Upper St., Martin's Lane W.C.2. Tem 3589. [4279]

£845—A40 1949 Devon saloon, 6,000 miles, black, as brand new, 3 months' guarantee, terms, exchange, free demonstration within 100 miles.

MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [4841]

AUSTIN A40 1948 4-door saloon, blue, heater, low mileage; £815.—B. & H. Motors, Bignells Corner, South Mimms, Herts. South Mimms 2231-2. [5255]

1949 Austin A40 Dorset saloon, sliding roof, 6,000 miles; £815.—Vandervells (buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5028]

1947 A40 Devon, 10,000 miles, grey; £850.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 3064-5-6. [4988]

9000 miles.—1949 (March) Austin A40 Countryman estate car, grey.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) [5125]

1949 Austin A40 four-door saloon, low mileage, radiator heater, hood covers, magnificent condition.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wenthworth 3154. [5823]

1949 (May) Austin A40, 2,000 miles, suede green, heater, etc. as brand new; £895.—Seymour & Clements, Ltd., 35 Watford Way, Hendon Central, N.W.4. Hendon 2146. [5528]

1949 fitted radio and heater, faultless condition; £830.—By H. A. Saunders, Ltd., 144, Golders Green Road, N.W.11. Speedwell 0011. [5597]

1949 Austin A40 saloon, 4,400 miles, stone with beige leather upholstery, as new, in excellent condition throughout.—Shaw Motors, Ltd., 666-676, Garratt Lane, London, S.W.17. Wim. 3051-2. [5923]

Austin A40 Cars Wanted

C THE CAR MART, Ltd.

AUSTIN cars

ACQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston Road, London, N.W.1.

TELEPHONE: Euston 1212.

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0957]

CASH buyers of low mileage Austin A40s. Distance no object.—Hartons, Lord St., Southampton. Tel. 2268. [0786]

WANTED, 1948-49 Austin A40, low mileage; no dealers.—J. Scales, 426 Cherryinton Rd., 1155, bridge. [4651]

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons; Great North Rd., E. Finchley Station, N.2 Tudor 2301-2. [16392]

AUSTIN TWELVE

DICKS CAR SALES offer:—

1936 Austin 12 saloon, relevelled engine, really genuine car; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, N.W.6. Maids Vale 6885. [4488]

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 12 saloon de luxe, 15,000 miles, black; £825; choice of two.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [5240]

CUY SALMON AUTOMOBILES Ltd., offer:—

1947 Austin 12 saloon, nominal mileage, very good condition; £765.—Portsmouth Rd. Thames Ditton, Esherbrook 5551/2/3. [2737]

1947 Austin 12 saloon, black/brown, excellent condition; £725.—Haskins, Ladbrooke 1155. [6935]

1947 (first taxed April, 1950) Austin 12 5-seater saloon, colour black, brown leather upholstery; £700.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harrow Potter Street 121. [6764]

1947 Austin 12hp, black, brown leather, immaculate, £725.—B. & D., 28, Oldridge Rd., B. Ham, S.W.12. Battersea 3174. [4883]

1935-6 Austin 12 4-door de luxe saloon guaranteed; £195; payments.—Oldfield, 4, Russell Gdns, Mews, Kensington, Park 7780. [5524]

1929 Austin 12 Fabric saloon, new tyres, new battery; £55.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [5464]

AUSTIN 12-4 saloons—1948 models in first-class order, a black with brown interior, small mileage, first class throughout, limited number only, taxed to June 30th; £698 each; cash, terms, exchange.

E. PALMER MOTORS, Ltd. 12, Church St. Luton A 1422. [73831]

AUSTIN 12hp saloon, black and brown, fully equipped, very good condition throughout, first registered 1949; £625; hire purchase and exchanges.—Golly's Garage, Ltd., 111a, Earl's Court Road, London, S.W.5. Prohibitor 0063, 0029. [4122]

7-PASSENGER, 1935 Long-wheelbase Twelve-Five Saloon, forward occasional, wonderful condition throughout, £435. Seen: Alpe & Saunders, Providence Court Grosvenor Square, 2941-Mayfair. [5260]

C

THE CAR MART, Ltd. London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953]

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [5591]

SELL your Austin 8 to us; good cars urgently wanted. All models.—Oxford, 67 George St., W.1. Wel. 6899. [4544]

CASH buyers of low mileage Austin 8; distance no object.—Hartons, Lord St., Southampton. Tel. 2268. [0786]

AUSTIN 8s wanted for cash, immediately.—A King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1346]

RAYMOND WAX, the hire-purchase specialists, are still buying your Austin 8 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5840]

AUSTIN TEN

CAR MART, Ltd. LONDON Distributors.

AUSTIN 10, 1947, saloon, 10,000 miles; £730.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [4994]

ROUNDAABOUT offer:—

1937 Austin 10 saloon in really first-class order throughout; £225.

1940 model Austin 10 4-door de luxe; £450.

ROUNDAABOUT GARAGE, Western Ave., Greenford, Middlesex, Wuxlow 1071-5. [4858]

CLIFF LAWRENCE offers:—

1939 Austin 10 saloon, maroon, original condition; £395.—407 High Rd., N.12. Finchley 0091. [5540]

CLAND & TABOR, Ltd., offer:—

1946 Austin 10 4-dr. saloon, low mileage, immaculate; £625.

APPLY North Road Garage, Welwyn, Tel. Welwyn 481. [4984]

1940 Austin 10hp saloon, completely reconditioned; £425.

HILLINGDON MOTORS, 325-7, Long Lane, Western Hill, Hillingdon, Uxbridge 412. [4984]

£215—1935 Austin 10 saloon, nominal mileage, well maintained.

£635—1947 Austin 10 de luxe saloon, mist green, 11,000 miles; £635.

MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [4846]

1939 Austin 10 Cambridge saloon, black, good condition; £395.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon, Springpark 3477-8. [5511]

AUSTIN 10s, 1935 & 1936, very clean; £195, £235, respectively.—Worthing 6123.

£665 only, as new; trade enquiries invited.

H. C. PAUL, 32, Bruton Pl., Berkeley Sq., W.1. May. 0821-2. [5066]

AUSTIN 10 tourer, unregistered; £425.—Gibbs & Co., 106, Clapham Park Rd. S.W.4. (Maccanley 441/2). [5116]

1936 Austin 10 saloon, excellent chassis; £195.—A.Z. Motors, Palmerston Rd., N.W.5. Mal. 4723. [5116]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Twelve Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (10854)

C ASH buyers of low mileage Austin 12s: distance no object.—Hattons, Lord St., Southport. Tel. 2268. (0787)

R OWLAND SMITH's the Austin 12 buyers.—Hamstead High St., (Hamstead Tube). Hampstead 6041. (0921)

1937—8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station N.2. Tudor 2301-2. (10094)

R AYMOND WAT, the hire-purchase specialists, are selling buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (15841)

Austin Sixteen

C AR MART, Ltd., London Distributors.

A USTIN 16, 1949, saloon, radio, 11,000 miles; £1,035. —Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (4495)

N EWNHAMS, Ltd.

1948 Austin 16 saloon, black with brown, carefully used.

N EWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (11582)

C YRIL SHEPPARD offers:—

1949 Austin 16, 2,800 miles, unblemished; £995.—Basingstoke Rd., Risley, Berks. Reading 8147. (4457)

W IMBUSH for good Austins.

1948 (Jan.) Austin 16, sun saloon, black with brown leather upholstery, one careful owner, an outstanding specimen, mileage 10,000; £925.

R C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. P. Fremantle 8401. (4287)

T OM GARNER, Ltd., offer:—

1949 Austin 16hp saloon, sage green with brown leather upholstery, 10,000 miles only.

T OM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. (4485)

C P. (BALHAM), Ltd., offer:—

260 gns.—1937-8 Austin 16 Goodwood saloon, really excellent condition; a bargain.

A P. (BALHAM), Ltd., 2, Balham Hill, S.W.12 (100 yds Clapham South Tube). Bati. 3117. (12476)

H A. SAUNDERS, Ltd., offer:—

1949 Austin 16hp saloon de luxe, 4,900 miles, radio, heater, etc.; £1,025.

1948 Austin 16hp saloon de luxe, 9,000 miles; £895.

H A. SAUNDERS, Ltd., Austin House, High Rd. North Finchley (100 yds north of Tally Ho Corner), Hillaide 0024. (5241)

L UY SALMON AUTOMOBILES offer:—

1949 Austin 16 saloon, fitted heater and radio, 8,000 miles; £995.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (4565)

1948 (Oct.) Austin 16 saloon, small mileage, one owner; £925; also

1947 Austin 10 littleton, 7,000 miles, one owner; £895.

G EORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (13214)

1936 Austin 16 4/5-seater, perfect, guaranteed; £185; payments—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (5174)

1947 Austin 16, low mileage, one owner, excellent condition; £965.—Bowen Hillside Garage, Edgware, Tel. Edgware 4464-5. (5487)

1946 Austin 16hp, black, leather, heater, immaculate; £700.—E. D. 24, Oldridge Rd., Balham, S.W.12. Battersea 8114. (4484)

1935—Austin 16, Dec. 1948, saloon, blue leather seats, throughout; £885; h.p., exchanges, as new.—Robbins, Riv. 2837-8.

1948 (Aug.) Austin 16 de luxe saloon, as new condition throughout; £985; h.p., exchanges.

1948 King St., Hammersmith, Riv. 2837-8.

1948 Austin 16, very low mileage, perfect condition, one owner.—Herbert & Mills, Ltd., 75, St. Portland St., W.1. Langham 3506-7. (4177)

1948 (July) Austin 16 saloon, mileage 30,000, in first class condition, taxed December, inspection by appointment; offers £900 or near.—Box 4523. (4099)

1948 (July) Austin 16 saloon de luxe, 9,000 miles; £925.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (5485)

1948 Austin 16hp, July 1947, black, radio, heater, Jackals, loose covers; fully taxed; spotless; £850.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1875. (4857)

1948 July, Austin 16 saloon de luxe, green, sun-roof, perfect condition; £850.—Wood & Lambert, Ltd., 49, Stamford Hill, N.16. Sta. 3434. (4998)

1948 (Sept.) Austin 16 saloon, black, brown leather, disc discs, excellent condition throughout; £895.—Dobson, Ltd., Staines, Middlesex. Tel. 801. (4988)

16 hp saloon 1948, green brown hide, heater, low mileage, age, faultless condition; £925.—Recommended by Austin House, 144, Golders Green Road, N.W.11. Speedwell 0011. (5298)

1948 Austin 16, perfect, 16,000 miles. View Luckett's 2849a, Bushey.—Offers over £800. (5149)

1946 (June) Austin 16, in very clean condition, black with brown leather upholstery all through.

Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. (8926)

1948 Austin 16hp saloon, black/brown leather, sun roof, one owner, immaculate condition throughout; £875.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. (4809)

C EDARS GARAGE.—All our used cars are carefully selected, tested and overhauled in our workshops before they are offered for sale with a 3 months' written guarantee and 2 free after-sales service.

1948 Austin 16, black with brown leather, 15,000 miles; £895.

C EDARS GARAGE, Lee Terrace, Lewisham, S.E.13. Tel. Lee Green 2820. (15644)

Austin Sixteen

£345—1938 Austin Goodwood de luxe saloon, immaculate body work, interior excellent, ideal for hire user, magnificent throughout; hire purchase, 5 months' guarantee.

L AMBS, of Wood Green, Caxton Rd., N.22. Bowes Park 4144. (5585)

1949 Austin 16, finished green, with brown leather, in excellent condition throughout; part exchange enquiries welcomed.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. (2935)

A USTIN 16hp 1948 saloon, black with brown upholstery, small mileage, showroom condition; £925; hire purchase and exchanges arranged.—Goyle's Garage, Ltd., 111a, Earls Court Road, London, S.W.5. Froisher 0063, 0929. (4121)

1946 (Oct.) Austin 16 5-seater de luxe saloon, black with brown hide upholstery, run only nominal mileage and in superb condition throughout, fitted numerous extras, including twin chrome wind-horns, fog lamps, etc., and Ace rimblenders; £765.—Robbin's, East Putney, Tel. 4561. (5532)

Austin Sixteen Cars Wanted

T HE CAR MART, Ltd.,

A USTIN cars

R EQUIRED immediately.

M AKE your enquiries to

A USTIN House, 297, Euston

R OAD, London, N.W.1.

T ELEPHONE: Euston 1212. (0655)

R C. WIMBUSH, Ltd., urgently require good low-

R C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. P. Fremantle 8401. (4287)

C ASH buyers of low mileage Austin 16s: distance no object.—Hattons, Lord St., Southport. Tel. 2268. (0788)

P OST-WAR Austin 16 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (0856)

R OWLAND SMITH's the Austin 16 buyers.—Hamstead High St. (Hamstead Tube). Hampstead 6041. (0922)

A USTIN 16 cars wanted.—Motourists (London), Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. (4485)

A USTIN 16s are immediate cash buyers of all post-war models.—Gree North Rd., E. Finchley Station, N.2. Tudor 2301-2. (6393)

Austin 170 & A93

1949 Austin 170 saloon, 8,900 miles, black, brown upholstery, immaculate.

H ARVEY HUDSON & Co., Ltd., 45, High Rd., South Woodford, E.18. Wanstead 0056. (4903)

Austin Eighteen

S IMPSON'S MOTORS offer:—

1939 Austin 7-seater, £10 per year tax, immaculate condition; £900.

S IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. (5052)

18 Austin Carlton saloon, low wheelbase; £350 or near offer; and

18 Austin 7-seater York saloon; £550 or near offer.—Pollard's Garages, Western 6270. (5386)

1939 Austin 18 Northfolk saloon.—British & Colonial Motor, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (5515)

1939 Austin 18 7-seater limousine, with division, recellulosed, condition as new; £875.—Herbert & Mills, Church of Ashton, Chesham, Bucks. (5133)

1948 Austin 18hp Hertford 5-str saloon, finished black, with grey cloth, first registered April 1937; £350.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. (5396)

1938 18hp Austin Iver limousine, face forward seats, leather, not ex-hire; £595.—Lawton-Goodman, 135, Criklewood Broadway, N.W.2. Gladstone 2286. (6686)

£395—1935-6 Austin York 7-pass. lim., disc, £395 absolutely perfect.—Great Western Motors, Ltd., 6-8, Bishopsgate Bridge Rd., W.2 (Paddington Station), Ambassador 1061-2. (1396)

18 hp long chassis 7-passenger face forward limousine, division, black blue leather, easy clean, new tyres, unspratched, immaculate, 31,000 mls. only, one private owner, faultless.

1937 18hp long chassis 7-passenger face forward York saloon, reconditioned engine, faultless, excellent condition.—Crossland Motors Castle Rd., Whitebait 2519. (5352)

R OSE & YOUNG, Ltd., offer 1938 Austin Iver limousine, 7-passenger, reconditioned engine, one owner; £785.—55-57, St. Mary's Ave., Streatham Hill, S.W.4 (1 minute Streatham Hill Station). Tulse Hill 6464. (4412)

£645—Seven-passenger Austin 8hp Windsor 1939, finished in black, with blue leather front and rear, privately owned since new by internationally known Corporation, this car has never been used for Hackney or similar purpose and the mileage run is correspondingly less than that of similar model used for extensive hire purposes; mechanically this Austin is in exclusive condition, associated with a privately owned, one owner vehicle which has been properly maintained by competent staff and is offered at a really attractive price, covered with a written comprehensive guarantee; see below.

£175—One owner, Austin 20 enclosed 8-seater limousine with division, face forward seats and leather upholstery front and rear, whole car is in almost unblemished condition, with very sound, no dents or corrosion, upholstery clean and tidy, disc wheels and external luggage accommodation; a splendid runner, fitted five very good tyres, would suit purchaser just setting up hire business where capital outlay is first consideration.

C AMDEN MOTORS for Austin limousines, Lake Street, Leighton Buzzard, Beds. Tel. 2381 and 3115. 16 other Austin limousines in stock, also 20 other models. Write for 18-page fully priced catalogue. Easy and confidential hire purchase. Part exchanges. Free delivery of any car anywhere in the United Kingdom. (4633)

Austin Eighteen

1937 (10th month) Austin 18 7-passenger double-enclosed limousine, face forwards, leather throughout, as new; £475.—Colsons Car Sales, Ltd., 292-308, Lamark Rd., W.9. Tel. Maida Vale 5134, 7833, 468. (1781)

R C. MORTLAKE offers:—1937 Austin 18 Chilton Ave. 18 limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather, convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155. (12846)

395 gns.—Austin 18, August 1936, York 7-seater saloon, black, sliding head, blue leather, face forward occasional, carefully used, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). Hampstead 6041. (5586)

A S variety inspection invited:—

S EVEN SEATERS 1936/1937 Saloons also partitioned 1937 Limousines, exceptional selection, desirable condition, £450. Below.

S EVEN SEATERS 1938/1939 Saloons, selected excellent condition carriages, leather throughout, black, certified mechanically.

L IMOUSINES 1938/1939, immaculate carriages, Ivers also Gordon partitioned Coachwork, 7-forward, leather throughout, black excellent throughout. £780.

H EARSE, 1938, Deck 7ft 5in, streamlined four bears 1950 Coachwork, lavishly equipped. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. (5253)

Austin Eighteen Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (10856)

R OWLAND SMITH's the Austin 18 buyers.—Hamstead High St. (Hamstead Tube). Hampstead 6041. (0924)

A USTIN 18hp 7-seater limousines and saloons wanted. A good condition distance no object.—Green & Zonia, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (10877)

Austin Twenty

C AR MART, Ltd., London Distributors.

A USTIN 20, 1938, Mayfair 7-seater limousine, 6 months' guarantee; £995.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (10856)

U STIN 20 7-seater, 17,000 miles, in most perfect A imaginable condition, 1934, one elderly lady owner, chauffeur not allowed to drive over 30 m.p.h., or use in rainy weather, impossible to describe its perfection; £650; exchanges.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. (5323)

L IMOUSINE 1935 Ranelagh Double Enclosed, 7-forward, ward, blue leather throughout, exceptionally nice order. £435. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. (5259)

Austin Twenty Cars Wanted

R OWLAND SMITH's the Austin 20 buyers.—Hamstead High St. (Hamstead Tube). Hampstead 6041. (0925)

7 -SEATER Limousines 1937/1939 also 28hp details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. (5271)

Austin Twenty-Four

£795—1938 Austin 24hp Mayfair double enclosed limousine, literally looks brand new inside and out, excellent mechanically, good tyres, privately owned and not used for the past year; hire purchase, exchanges; 3 months' guarantee.

L AMBS, of Wood Green, Caxton Rd., N.22. Bowes Park 4144. (5581)

Austin A125 and A135

S O SMITH (MOTORS), Ltd., offer:—

1949 Austin Sherline, 5,000 miles, indistinguishable from new; £1,450; selection of 50 other guaranteed used cars.

S O SMITH (MOTORS), Ltd., 13-19, East Dulwich St., London, S.E.22. New Cross 4444. (2089)

R OSE & YOUNG, Ltd., offer 1939 Austin Sherline A saloon, new condition; £1,575.—65-69, St. John's Station, Tulse Hill 6464. (4414)

G ORDON CARS (LONDON), Ltd.—1948 (Aug.) Austin Princess saloon, indistinguishable from new.—Gordon House, 373, Euston Rd., N.W.1. Euston 6811. (4566)

A USTIN Princess 155, black saloon, Reg. February, 1949, 10,500 miles, chauffeur kept and in showroom condition.—Write, Mr. Waits, C.D. Productions, Pembroke Rd., N.3. (4810)

A USTIN Sherline (Oct., 1949), mileage 3,000, black and fawn leather, radio, heater, taxed year; B.M.T.A. permission to sell. 13, Met. 42, Queen St., Maidenhead. Tel. Maidenhead 2642. (5514)

1949 Austin Sherline, black, beige leather upholstery, sliding head, radio, heater, 6,000 miles, immaculate condition throughout; £1,550.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. (3323)

1949 Austin Sherline saloon, black, fawn upholstery, 2,000 miles only, as new throughout, £1,425; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272, open 9-6 each week-day, including Saturday. (5465)

Austin A125 and A135 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (10856)

R EGIONAL DISTRIBUTORS.

H IRE car and limousine specialists.

W RITE for details and location of cars to

S ALES Dept., 45, South Audley St., London, W.1.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN MISCELLANEOUS

MANN EGERTON & Co. Ltd., offer:—
AUSTIN A40 Devon saloon, 1949, sunshade roof, grey with beige leather upholstery, 9,000 miles.
AUSTIN 16 saloon, 1948, sunshade roof, black with a brown leather upholstery, 14,000 miles.
 14, Berkeley St., London, W.1. Regent 2073.
1936 Austin tourer, £125.—Johnstons Service Garage, 1a, Midway Ave. N.1. Canonbury 6666-7-8.
1938 Austin tourer, excellent condition; £250, or 30 monthly instalments of £10/1/-.—Cooden Eng. Co. Bexhill. Tel. Cooden 600. (4424)
TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4801-3. (5374)
Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (2026)
G. NORMAN & Co.

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.
WANTED urgently, post-war Austins, all models.—Cyril Sheppard, Risleys, Berks. Reading 35147.
BRITISH & COLONIAL MOTORS Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tel. 5588.

WEYBRIDGE AUTOMOBILES, Ltd., the Austin car specialists, require late type Austins.—Tel. Weybridge 233.
CHARLES RICKARDS, Limited, wish to purchase good pre-war Austin cars.—56, Bayswater Road, W.2. Paddington 1920. (4452)
JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition.—Tel. 5161.
JOHNSTONS SERVICE GARAGE urgently require all makes Austin cars.—1a, Midway Ave. N.1. Canonbury 6666-7-8. (3890)

AUSTIN 8, 10, 12 and 16hp saloon, late models wanted. A urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 8161.
1938 and genuine mileage stated.—Wilsons, 16, Trinity Cdn., S.W.9. Brixton 4011. (5013)
URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 10, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. (1039)

Austin Spares and Service
NORMAND, Ltd.,
 THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665.
G. NORMAN & Co.
AUTHORIZED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.
THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 5500); and at 16, Oxbridge Rd., Ealing, W.5 (Ealing 5717). (1016)

POR Austin mudguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. (5082)
PROCKHURST GARAGE, Ltd., Harrow agents for Austin; Bales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Ormsayke 561.
AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—17, Northwood's, first, 45-47, Newington Causeway, S.E.1. Hop. 2832, 2820.

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. (5085)
AUSTIN spares.—Largest stockists in South London for Austin cars and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works Ltd., 29, High St., S.W.19. Wim. 0125. (10414)
PRINCE & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. (10184)

BENTLEY (3½ & 4½-litre)
H. R. OWEN, Ltd.,
 17, Berkeley St.

GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group

ANATIONAL Motoring Organisation.
1936 Bentley, 4½-litre, semi-razor-edged sports saloon by Thrupp & Maberly, maroon with beige hide interior. Reference H.4387.
1938 Bentley, 4½-litre, sports saloon by Park Ward, black with beige hide interior. Reference H.4447.
1949 Bentley, Mark VI standard steel sports saloon by Bentley Motors, black with brown hide, piped with beige, interior. Ref. H.4428.
1949 Bentley, Mark VI 2-door, semi-razor-edged saloon by James Young, black with fawn hide, piped with brown, interior. Ref. H.4093.
 ALL cars carry our unique six months' guarantee.
 Please write or 'phone for details to:—
H. R. OWEN, Ltd.,
 17, Berkeley St., London, W.1.
 TEL. Mayfair 9060 (10 lines). (4925)
LARGE stock of 3½-4½ Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 2953 (6 lines). (10092)

BENTLEY (3½ & 4½-litre)

JACK BARCLAY, LIMITED.
LARGEST Official Retailers of Rolls-Royce and Bentley Stock List of used models on request to
 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. (10087)
FOX.

OFFICIAL retailers of Rolls-Royce and Bentley cars: 1947 Standard saloon, painted black with beige leather, chassis modified 1950, 30,000 miles.
 A. FOX & Co., Ltd., 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. (4424)
RIPPON.

RIPPON BROS., Ltd.
NORTHERN Bentley Specialists.
1948 Mark VI standard saloon, black, with beige leather upholstery.
1948 Mark VI standard saloon, black, with blue leather upholstery.
1947 Mark VI standard saloon, black, with grey leather upholstery.
1939 4½-litre with overdrive, fitted special 4-door sports saloon by Rippon.
1936 4½-litre fitted with 4-door sports saloon by Rippon.
1934 4-door sports saloon by Park Ward, black, with green leather upholstery.
 FOR further particulars contact the largest Bentley distributor in the north.
RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). (10906)

JACK OLDING, of Mayfair,
OFFICIAL Rolls-Royce and Bentley retailers.
OFFER:—
MARK VI Bentley Special Hooper saloon, finished yellow and black, with brown upholstery, mileage 9,000, first registered October, 1949 (remaining portion of covenant to be completed).
MARK VI standard Bentley saloon, finished black, with blue leather, 9,000 miles, first registered May, 1949.
MARK VI standard Bentley saloon, finished maroon, with maroon leather, mileage 17,000, first registered March, 1949.
MARK VI standard Bentley saloon, finished black, with brown leather, low mileage, first registered April, 1948.
MARK VI standard Bentley saloon, dual grey, with blue leather, mileage 39,000, first registered November, 1947.
4½-litre Bentley razor-edged sports saloon by Mann & Eslington, finished black, with blue leather, first registered January, 1939.
4½-litre Bentley all-weather cabriolet by Thrupp & Maberly, finished polychromatic grey with mohair hood, first registered 1937.
DETAILED of new Bentley cars for early delivery on application.
UDLEY HOUSE,
 NORTH Audley St., W.1. Mayfair 5242. (5068)
SWANMORE CAR SALES offer:—
1949 Bentley 4½ Mark VI saloon.
1937 Bentley 4½ Park Ward saloon.
1936 Bentley 3½ Thrupp & Maberly saloon.
 ALL in very exceptional condition.
 EXCHANGES or easy terms a pleasure.
SWANMORE GARAGE, 1176-80, Christchurch Rd., Boscombe East, Tel. Southbourne 1022. (5319)
WARWICK WRIGHT, Ltd., offer:—
1939 Bentley 4½-litre, overdrive, high vialon sports saloon by H. J. Mulliner, black, blue-grey leather.
WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 9761. (5017)
HAROLD RADFORD & Co., Ltd.,
 INVITE you to call and inspect their unique selection of Bentley cars.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1428)
MASCOT MOTORS, Ltd., offer the following:—
1937 4½-litre Park Ward foursome drop head coupe, £1,650.
1934 series 3½-litre Park Ward foursome drop head coupe, £750.
MASCOT MOTORS, Ltd., 237, Kennal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. (5091)
READING AUTOMOBILES (WEYBRIDGE), Ltd., for all Rolls-Royce and Bentley service.
OFFER Mark VI Bentley steel saloon, registered Nov. 1947, black with beige leather; £2,950.—13-15, Caversham Rd., Reading, Tel. 3021-2.
1935 delivery 3½-litre Bentley 2-door drop head foursome by Park Ward, green and beige.
1935 delivery 3½-litre Bentley Park Ward sports saloon, blue with blue leather.
1936 delivery 4½-litre Bentley fitted with sports saloon body by Mulliner, colour grey with grey leather upholstery.
PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8). (5452)
BENTLEY MK. VI 1948 S.8.1 saloon, one owner, Bentley serviced throughout, 22,000 miles, immediately available; £3,500.—Box 4553. (4724)
EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock (3862)
1935 Rolls-Royce Freestone & Webb four-door saloon, extreme low mileage, reconditioned throughout regardless of cost, engine completely overhauled, repainted and reupholstered, privately owned; £1,375, open to reasonable offer.—Bride House, Bournemouth, Herts. Hoddesdon 5317. (5159)

BENTLEY (3½ & 4½-litre)

NEW and second-hand Bentley cars on exhibition at Cooper & Co. (Coachbuilders) Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. (10904)
WORKING MOTORS (MAYBURY HILL), Ltd. (Woking 1928), offer: £265, 1934 3½-litre Bentley sports saloon by Barker, recently checked over by Bentley agents.
£1450—1937 4½-litre Bentley sports saloon by chauffeur kept.
 Park Ward, colour black-blue leather.
BENTLEY 4½-litre 4-door razor-edge special saloon, chassis B.111.K.U., registered in 1938, mileage 38,000; Ace discs, excellent order sold through death; £2,250, below.
BENTLEY 4½-litre 4-door sports saloon chassis B.2.K.T., registered end 1937, Ace discs, radio, licensed, excellent order. £1,775.—R. G. Ashley, Preseli Heath, Whitchurch, Shropshire. (5359)
4½-litre Razor Edged pillarless sports 4-door saloon by Park Ward June, 1937, black grey hide upholstery, a most attractive car in exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Road, London, N.W.11. (5299)
FOURSONE 1935 3½-litre Park Ward 2-door drop-head Coupe, leather, discs, lavishly equipped, delightful condition, exceptional throughout. Seen-Alpe & Saunders, Providence Court, Grosvenor Square, 294-Mayfair. (5261)

BENTLEY (other than 3½ & 4½-litre)
3-litre Red Label 9ft 9in open V.D.P.; £200 offers.—Tel. Smith, Ladbroke 1992. (5366)
BENTLEY 1930 4½-litre smart open utility 2-8ft., first-class order.—Cochrane, Colts Green, Chipping Sodbury Glos. Tel. 3306. (4896)
6½-litre Bentley sports saloon, streamlined, new tyres, first registered 1936; £750; terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. (5184)

Bentley Cars Wanted
SOUR demand is urgent.
OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices and H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2953. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks Tel. Halifax 5944. (5015)

THE CAR MART, Ltd., wish to purchase Bentley cars, 320 Euston Rd., N.W.1. Euston 1212 (10958)
J. MARSHALL.
WANTED, Bentley 3½- and 4½-litres, all types of coachwork, any condition; immediate cash settlement.
J. MARSHALL, 869, St. Albans Rd., Watford, Tel. Garston 2569. (4967)
CASH immediately for good Bentley.—H. F. Edwards, 22, Upper High St., Epsom 9400. (5107)
J. MARSHALL'S the Bentley buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.
CENTRAL GARAGE, CROYDON, are interested to receive details of Bentley cars for disposal.—Fell Rd., Croydon, Tel. Cro. 7464. (2723)
WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westcott St., Crystal Palace, S.E.19. Liv. 3362. (7656)
RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). (10907)
JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. (5013)
CHARLES FOLLETT, Ltd., Officially appointed retailers and repairers, buy good late cars.—119, Berkeley St., W.1. May. 6266. Service, works & stores.—12, Wellesley Ave., W.6. Riv. 1413. (8563)

Bentley Spares and Service
JACK BARCLAY, Ltd.,
LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types of cars.
WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). (10624)
CHARLES FOLLETT, Ltd., Officially appointed retailers and repairers.
HOWROOMS.—19, Berkeley St., W.1. May. 6266

SPARE parts.
SERVICE.—12 Wellesley Ave., W.6. Riv. 1413. (8567)
W. W. COOPER Ltd., Catherine St. St. Albans 4345.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Herefordshire.
H. A. FOX & Co. Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New K.42 Rd., Fulham, London, S.W.6. Tel. Remen 3666. (1047)

S.W.W.
375 gns.—1937 B.M.W. foursome cabriolet, Type 519, first reg. 1948, £10 tax, very attractive.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. (5559)

BRISTOL

A.F.N., Ltd.,
JOINT distributors for London, Home and eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire, offer:—
1949 Bristol saloon, 400/85A, metallic green, one owner, mileage 7,000, radio, passed by manufacturer.
1948 Bristol saloon, 400/85A, black, one owner, always serviced by us, fully modified.
1948 Bristol saloon, 400/85A, metallic blue, radio and heater, one owner.
 FULL particulars on request.

FALCON Works, London Rd., Isleworth, Hounslow 0011. (9942)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UM Ltd.
UNIVERSITY MOTORS, Ltd., Joint Distributors,
London, Home and Eastern Counties; also Berks.
Beds. and Bucks.
UNIVERSITY MOTORS, Ltd., Stratton House, 50,
Piccadilly, W.1. Gro. 4141. [0169]
K. EVILL, DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.
41-42 Hay's Mews, Berkeley Sq., W.1. Gro. 2563.
[0296]
CHARLES CRICKSHANK MOTORS, The Centre,
Bristol, Tel. 25280.—Distributors in the West for
Bristol cars. Details and catalogues on request. [0490]
SCOTLAND and Northern England; consult the en-
thusiasts.—James H. Galt, Ltd., The Distributors,
52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596.
B. RISTOL, all models including type 400 5-seater on
view, also Bristol type 400 saloon; used models avail-
able; the advantages of dealing with leading distributors
will be obvious.
ETHONY CROOK MOTORS, Town End, Caterham
A Hill Surrey, Tel. 466. [1339]
1948 Bristol 2-door six-head coupe, type 400/85,
15,000 miles, blue with beige leather,
specially tuned; £1,850.—Woking Motors (Maybury Hill),
Ltd., Woking 1928. [5015]
Bristol Cars Wanted
A.F.N. Ltd., will purchase Bristol Type 400 saloons.—
Falcon Works, London Rd., Isleworth, Middlesex,
Hounslow 0011. [4613]
Bristol Spares and Service
JAMES H. GALT, Ltd., Bristol distributors for Scot-
land and Northern England.—Works: 71-73, Dobbin
Lane, Glasgow, C.4. Tel. Douglas 6538. [0458]
BRITISH SALMON
£395.—1938 British Salmon sports saloon 12hp, 4-
door, twin overhead camshaft, knock-on wheels,
jackals, expensive hand-built motor car at low price.
body work literally immaculate, blue and grey, interior
looks like new, vehicle thoroughbred and unusual;
hire purchase, 3 months' guarantee.
L. AMBS, of Wood Green, Caxton Rd., N.22, Bowes
Park 4144. [5576]
British Salmon Spares and Service
COMPLETE overhauls, repairs, service and spares for
British Salmon cars, Raynes Park, London,
S.W.20. Tel. Wimbledon 0185. [0245]
B.S.A.
B.S.A. 9hp Scout 2-seater, 1935/36, everything re-
newed or reconditioned, photo sent; £185, offer.—
233, Central Park Rd., East Ham, Hford 0155. [5206]
1939 B.S.A. 10hp 4-seater sports, lovely recondi-
tioned engine, very smart, excellent hood,
battery, tyres, any trial; £250.—McNeil, 4, Copple-
stone, Mill Hill, Tel. 1494. [4801]
295 gns.—B.S.A. Scout, 1939 model, 10hp series 6
sports 2-seater, metallic blue, blue leather, very
good condition, year's tax, terms; exchanges; list; open
9-7 week-days and Saturdays.—Rowland Smith, Hamp-
stead (Hampstead Tube). Hampstead 6041. [5535]
145 gns.—B.S.A. 1934, 9hp Peerless four-seater coupe,
black, sliding head, red leather, preselector,
fluid flywheel, good condition; terms; exchanges; list;
open 9-7 week-days and Saturdays.—Rowland Smith,
Hampstead (Hampstead Tube). Hampstead 6041. [5534]
B.S.A. Cars Wanted
ROWLAND SMITH'S, the B.S.A. buyers.—Hamp-
stead High St. (Hampstead Tube). Ham. 6041.
RAYMOND WAY, the hire-purchase specialists, are
still buying B.S.A.s and have unlimited cash
available.—Canterbury Rd., Kilburn, N.W.6. Maids
Vale 6044 (10 lines). [5135]
B.S.A. Spares and Service
BASIL ROY, Ltd.—B.S.A. spares, complete stock,
wholesale and retail.—161, Gt. Portland St., W.1.
Langham 7735. [0144]
BUGATTI
1937 Bugatti, type 57, sports saloon, fine specimen,
good history; £655.
LONDON CARS, 552-6, Greenford Rd., Greenford,
Middx. Tel. 2843.
TYPE 46 5-litre ex-Colonel Sorrel black Weymann
sunshine saloon with glass wind-up partition; a
really beautiful example of undamaged Bugatti; price
£850.—J. E. Ellis, North St., Scalby, Scarborough, Tel.
Scalby 83 & 158. [5144]
1939 Bugatti type 57 beautiful saloon, Pignoli &
Favash, black with primrose hide interior,
maintained regardless of cost, this elegant car is un-
doubtedly one of the finest in Europe and is immaculate
throughout, Concours d'Elegance winner, engine a show-
piece, genuine mileage 18,000; £5,500 or near offer.—
Alex. Michaels, 36, Manor Hall Ave., Hendon, N.W.4.
Hen. 3659. [5400]
Bugatti Spares and Service
J. LEMON BURTON, Bugatti service, 55, Netherwood
St., N.W.1. Maids Vale 1351. [0071]
BUICK
BROWNS for Buick.
1939 Buick 7-passenger Ambassador long chassis,
radio, privately owned only low mileage,
immaculate, £1,000.—Brown's Garage, Loughlin
(Essex) 4119 (Tube). [5048]
CONTINENTAL CARS, Ltd.
1935 Buick 4-seater Victoria saloon; £165.
PORTSMOUTH Rd., Sand, Surrey, Tel. Ripley 5122-3.
[4779]
SIMPSON'S MOTORS offer—
1937 Buick special four-seater drop head coupe, im-
maculate; £425.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American
Car Specialists), Wembley 3903. [1754]
1937 Buick saloon, blue/leather.
JOY ALFRED & Co., Ltd., 6-7, Warren St., W.1.
Euston 3268. [3938]
JOE THOMPSON (MOTORS), Ltd., offers:—
Buick 51 super saloon, colour blue, r.h.d.
23,000 miles, grey cloth upholstery, fitted
with heater.
1948 Buick 51 super saloon, r.h.d., low mileage
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd.,
South Kensington (next to Michelins). Ken. 4858.

BUICK
1938 Buick Viceroy saloon, immaculate condition.
ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park,
W.2. Tel. Paddington 0289. [5628]
LIMOUSINES, roomy 1/8-seater Buicks; from £450.—
Lawton-Goodman, 135, Cricklewood Broadway,
N.W.2. Tel. 2843. [1695]
BUICK, 1938, luxury car, black, excellent condition
and appearance, 38hp, wonder radio; must sell,
hurry! 1937, Fairlands, 4-seater, 1938, 4-seater,
ARCHIE SIMONS & Co., Ltd.—1939 Buick Viceroy
saloon, leather upholstery, sun roof; £495.—94, Gt.
Portland St., W.1. Lan. 1545. [4912]
BUICK, 1937, registered new 1948, all accessories
B fitted, under 5,000 miles, perfect; offers.—Stone, 11,
Dudlow Gardens, Liverpool, 18. [5373]
BUICK, 1935, Lendrum & Hartman only have best
of this car, perfect runner, genuine car, any
trial runs; offers please.—Clissold 5733. [5146]
1947 (registered '49) Buick Super 51 model, beauti-
ful, 1937 Buick folding head, four-seater, extremely
most glamorous car in faultless order, 17,000 miles;
£1,950.—Crawley, Western 6015. [5192]
1939 Buick Alabaster drop head four-seater coupe,
extremely good condition, outright sale or
exchange smaller car.—Greenways, Lockerley, nr.
Romey, Hants, Tel. Lockerley 312. [4954]
LATE 1937 Buick folding head, four-seater, special Car-
ton bodywork, colour blue, leather upholstery, large
rear container, 2 spares, 6 tyres good, suspension per-
fect, numerous extras, immaculate; £395.
M. STEWART OF STOCKWELL, 30-32, Stockwell Rd.,
S.W.16. Tel. Brixton 6555. [5449]
CAMDEN MOTORS.—Buick 30hp Viceroy six-seater
touring, 1938, 1939, 1940, 1941, 1942, 1943, 1944,
some cars exceptionally clean condition throughout;
original black cellulose with elegant interior furnish-
ings literally unblemished, rear seats appear never to
have been used, engine recently extensively re-serviced
and the whole car in excellent mechanical order; one
spare unused, five other tyres practically brand new;
£495.—See below.
CAMDEN MOTORS.—Buick 30hp Special Viceroy six-
seater saloon de luxe, 1939, equipped with post-war
features, synchronous steering column gear change,
etc.; a magnificent and highly desirable car, im-
maculately finished in black and chrome and uphol-
stered in finest quality grained hide; privately owned
since new, taxed half duty and used on basis of
taxi, this Buick cannot be described as correspondingly
low and the car has been maintained and equipped en-
tirely regardless of cost, being fitted with high-fidelity
radio-phonograph, thermally heating front and rear seats,
host of other luxuries; very special opportunity at the
price, £595.—See below.
CAMDEN MOTORS.—Buick 30hp Four-seater drop head
coupe, 1937, with English coachwork by the
Carlton Carriage Co.; although classed as a four-seater
this drop head is actually a full 5-seater with vast
additional luggage space in the external rear boot;
finished in black and chrome with natural hide uphol-
stery, brand new mohair top, and fitted with built-in
push-button radio-phonograph, heater, Norel headlights, etc.;
this Buick cannot fail to appeal to discriminating pur-
chaser requiring a super luxury drop head capable
of putting up a magnificent performance; offered with
a fully comprehensive written guarantee at £475.—See
below.
CAMDEN MOTORS.—Buick 28hp Touring saloon de
luxe, 1935, clean dark blue finish, rear leather
interior; overhauled just recently and ready to give
good term of excellent service; good tyres; fully guaran-
teed; £195.—See below.
CAMDEN MOTORS.—Buick 38hp Pullman enclosed 8-
seater limousine, 1940, registered 1947; in excep-
tional condition throughout, beautifully maintained by
expert staff since new, black and chrome coachwork
being practically without one blemish, whilst the luxu-
rious interior furnishings are in similar condition;
equipped with winding division, face fwd. occasional
seats, accommodating three passengers, controlled air
conditioning from front and rear, brand new
Dunlop tyres, twin Lucas pass lights, and fitted syn-
chronic steering column gear change and other post-war
features; this Buick is open to inspection and exami-
nation by A.A., R.A.C. or other qualified engineer,
and is in the mechanical condition to give thousands of
miles of magnificent trouble-free service; £1,035.
C. cars. Write for our 18-page fully priced post free
catalogue of nearly 400 fully guaranteed used cars,
including a list of car boot, deep-section bumpers, refund
extra petrol tax for 2,000 miles of motoring and other
concessions. Easy and confidential hire purchase facili-
ties; part-exchanges; Fares refunded to purchasers from
any part of the country.
CAMDEN MOTORS, Lake Street, Leighton Buzzard,
Beds. Tel. 2581 and 3115. [4959]
LIMOUSINE, 1937, Double Enclosed, 8-forward, radio,
excellent condition, black, £795, Below.
LIMOUSINE, 1939, partitioned, 7-forward, black,
51,000, unquestionable condition, radio, privately
owned, reasonable cost, Alpe & Saunders, Providence
Court, Grosvenor Square, 2941-Mayfair. [5262]
Buick Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to
purchase all models Buick Wembley 3903. [1754]
SOLE concessionaires, Lendrum & Hartman, Ltd., will
purchase used Buick models.—Showrooms, Buick
House Albemarle St., London, W.1. Regent 7121. [0304]
Buick Spares and Service
Lendrum & Hartman,
Ltd., Buick Works, Old Oak Lane, Willesden Junc-
tion, N.W.10. Tel. Elgar 7911. [0141]
CADILLAC
JOE THOMPSON (MOTORS), Ltd., offers:—
1947 Cadillac 60 special 4-door saloon, very low
miles, immaculate condition.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd.,
South Kensington (next to Michelins). Ken. 4858. [1596]
SCARCE model.—Superb 1937 (first registered October
1937) Cadillac 7-passenger limousine, winding divi-
sion and disappearing face forward occasional seats,
luxurious equipment includes independent front suspen-
sion, control blade, deep-section bumpers, refund two
spare wheels (unused) in metal covers, twin pass lamps,
built-in radio, dictaphone, 4 interior lights, smoking
compartments, etc.; finished in black, with leather
upholstery and metal mouldings, upholstered in black
leather in front and fawn cloth (spotless) at rear; speedo-
meter reading 12,809 miles (appearance is practically
indistinguishable from a new car); this Cadillac is
cared-for and must be seen to be appreciated; written
guarantee, exchanges, terms.—H. F. Edwards, 154, Gt.
Fitchfield St., W.1. Langham 0012. [5095]

CADILLAC
1937 Cadillac V8 saloon in superb condition,
terrific performance, £2,000.—R.E.P.
Garages, Ltd., 302-6, King St., Hammermith, W.6.
Riverside 2881-2. [4987]
Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to
purchase all models Cadillac Wembley 3903. [1754]
SOLE concessionaires, Lendrum & Hartman, Ltd., will
purchase used Cadillac models.—Showrooms, Buick
House Albemarle St., London, W.1. Regent 7121. [0304]
Cadillac Spares and Service
Lendrum & Hartman,
Ltd., Buick Works, Old Oak Lane, Willesden Junc-
tion N.W.10. Tel. Elgar 7911. [0141]
CHEVROLET
SIMPSON'S MOTORS offer:—
1946-7 Chevrolet Fleetmaster de luxe, 1 owner,
very good condition, terms, exchanges; list; open 9-7
week-days and Saturdays.—Rowland Smith, Hamp-
stead (Hampstead Tube). Hampstead 6041. [5519]
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American
Car Specialists), Wembley 3903. [1755]
JOE THOMPSON (MOTORS), Ltd., offers:—
1948 Chevrolet Fleetline saloon.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd.,
South Kensington (next to Michelins). Ken. 4858. [1598]
CASH'S MOTOR MART.—1938 Chevrolet saloon,
black, excellent condition, £425; written
guarantee.—5, Warren St., W.1. Euston 3253. [1872]
1948 Chevrolet fixed head coupe, radio, heater,
low mileage, beautiful condition; £1,475.—
Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Sloane
3557. [2593]
£395.—1939 Chevrolet 30hp 6-seater touring
saloon, one private owner, good grey finish,
outstanding mechanical order, radio, etc.; special
opportunity at the price.
CAMDEN MOTORS, Lake Street, Leighton Buzzard,
Beds. Tel. 2581 and 3115. Hire and confidential
hire purchase facilities. Part-exchanges. [4954]
1937 Chevrolet 30hp saloon, Bedford cord, very
clean exterior and interior, taxed year, bar-
gains! £375.—Christy's Garage, 72, Chiswick
High Road, W.4. Chiswick 4815-6. [5451]
Chevrolet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to
purchase all models Chevrolet, Wembley 3903. [1757]
DISTRIBUTORS for London and Home Counties re-
quire good Chevrolet cars.—British & Colonial
Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem.
3588. [4286]
Chevrolet Spares and Service
CHEVROLET Spares & Repairs, for private vehicles
only; distributors for London & Home Counties.—
British & Colonial Motors, Ltd., Upper St. Martin's
Lane, W.C.2. Tem. 3588. [4285]
CHRYSLER
JOE THOMPSON (MOTORS), Ltd., offers:—
1948 Chrysler Town and Country.
1947 Chrysler New York saloon.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd.,
South Kensington (next to Michelins). Ken. 4858.
£350.—Chrysler 4-door drop head coupe, over-
hauled, recollared.—Lawton-Goodman, 135,
Cricklewood Broadway, N.W.2. [1694]
295 gns.—Chrysler Nov., 1938, 24hp Wimbledon 4-
door saloon, black, sliding head, brown leather,
very good condition; terms, exchanges; list; open 9-7
week-days and Saturdays.—Rowland Smith, Hamp-
stead (Hampstead Tube). Hampstead 6041. [5519]
Chrysler Cars Wanted
CASH immediately for good Chrysler.—H. F. Edwards,
28, Upper High St., Epsom 9400. [5108]
ROWLAND SMITH'S, the Chrysler buyers.—Hamp-
stead High St. (Hampstead Tube). Ham. 6041.
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to
purchase all models Chrysler, Wembley 3903. [1754]
CHRYSLER cars wanted, 1939 onwards.—Brown &
White (Leeds), Ltd., Roundhay Rd., Leeds 7.
Tel. 43405. [0564]
7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge, pri-
vately owned Limousines required.—Alpe, Provi-
dence Court, Grosvenor Square, W.1. [5262]
Chrysler Spares and Service
CHRYSLER spare parts and engines for all models
from stock.—Carmo, St. John's Wood Roundabout,
N.W.8. Tel. 0141. [4719]
CHRYSLER Specialists, repairs, spares, exchange
engine service.—L. A. Mitchell (Motors), Ltd., 1,
Balham High Rd., London, S.W.12. Tel. Balham 2234.
CITROEN
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballard
Lane, North Finchley, N.12. Tel. Hillside 4444.
1946 Citroen motor car; £250.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Bal-
lard Lane, North Finchley, N.12. Tel. Hillside 4444.
7-seater 15hp Citroen saloon 1937, one owner since
new, and with a quantity of useful spares; £350.
E. W. BOTT, Ltd., Farnham, Surrey, Tel. Farnham
6282. [5137]
1947 Citroen 7.700 miles, radio, heater; £895.—
Harold R. Hills Garage, 3-5, Ennismore
Mews, S.W.7. Kensington 4020. [547]
1947 Citroen Light 15hp, 29,000 miles, British
registration, now in Dublin, splendid condition.
£550.—Vigliani, 20, Upper Fitzwilliam St., Dublin.
[4102]
1939 model Citroen Light 15 4-door saloon, 4102
model, with navy leather upholstery, mechanically
sound, tyres good, amazing performance; £395.—John
Jordan, Sandy, Beds. Tel. 64. [5082]
1940 20hp 6-cyl Citroen saloon, colour silver with
red leather, recent overhaul, nearly new
tyres, special large headlights, twin spot lamps, twin
horn, Fram oil filter, etc.; £875.—Woking Motors (May-
bury Hill), Ltd., Woking 1928. [5014]
£395.—Citroen 12hp de luxe saloon, 1938, fully
overhauled, new pearl grey with grey hide interior; scrup-
ulously maintained mechanically by late owner, engine
rebored, crankshaft reground, steering overhauled;
mileage since overhaul approx. 2,000; new tyres fitted
March this year; outstanding opportunity at the price.
CAMDEN MOTORS, Lake Street, Leighton Buzzard,
Beds. Tel. 2581 and 3115. Hire purchase, part
exchanges. [4956]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)
£545—1949 Ford Anglia, 5,000 miles, as new throughout.
MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 5559-2619. (4947)
1948 (April) Ford Anglia, colour black, fitted radio, one owner. £495.
W. J. BROWN, Ltd., main Ford dealers, 339, Finchley Rd., N.W.11. Hampstead 6014. (5681)
1939 Ford 8 saloon, re-cellulosed, re-upholstered, new main, splendid chassis; £325.
AGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Batteries 5275. (5501)
£295—1938 Ford saloon—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (5284)
460 gns.—1946 Ford 8 saloon, excellent condition, taxed.—Taylor, 37, Euston Place, S.W.7. Western 0493. (5555)
1947 Ford 8 saloon, black, one owner; £475.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (5154)
1949 Ford Anglia saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (4282)
1938 Ford 8 saloon, very good bodywork, reconditioned engine; £325; 1936 Ford 8 popular saloon, good running order. £195.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. (5505)
1946 Ford Anglia saloon, low mileage, almost as a new car; £450.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea, Fla. 7345. (5132)
1939 Ford 8 saloon, 1940's, completely reconditioned, recellulosed, etc., amazing condition; £390.—Robbins, East Putney, Tel. 4581. (5319)
ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5. (7359)
1948 (October) Ford Anglia, 7,000 miles, lime green, flawless condition; 1946's Ford Anglia, 1.5 m.p.g., all guaranteed; also earlier models. £1567
1948 (October) Ford Anglia, 7,000 miles, lime green, flawless condition; 1946's Ford Anglia, 1.5 m.p.g., all guaranteed; also earlier models. £1567
1946 Ford Anglia in first-class condition, radio don't stop to end of year. £435.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. (4982)
1938-9 Ford 8 saloon, whole car just re-cellulosed, clean inside and out, £245 cash or £75 deposit, balance payable over 18 months; also 1937 model Ford 8 saloon at £179 cash or £59 deposit, terms quickly arranged, open 9-9 week-days. C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. (5358)

Ford Eight Cars Wanted

C
THE CAR MART, Ltd., wish to purchase Ford 8hp cars.—150, Park Lane, W.1. Grosvenor 3434. (0713)
ROWLAND SMITH'S, the Ford 8 buyers.—Hamstead High St. (Hamstead Tube). Hampstead 6041. (5211)
CASH buyers of low mileage Ford 8s, distance no object.—Hattens, Lord St., Southampton. Tel. 2268.
FORD 8, 1938-39, wanted, condition not important, but must be cheap.—Tel. Flaxman 6811 daytime.
DAENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866.
PETERSHAM GARAGE, Ltd.—Authorised Ford agents require urgently Ford 8 saloons if any year.—Petersham Mews, S.W.7. West 4106.
FORD 8 wanted for cash, immediately.—F. King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. (1348)
1937 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. (1214)
RAYMOND WATTS, the hire-purchase specialists, are still buying Ford 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5134)

FORD (10 h.p.)

CAR MART, Ltd.
FORD Prefect 1947-8, 6,000 miles; £695; Cart Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (4998)
NEWHAM, Ltd.
1948 Ford Prefect saloon, black with brown leather, re-upholstered, excellent condition, any trial, choice of two.
NEWHAM W. 235-7-9, Hammersmith Rd., London W.6. Riverside 4648. (1593)
PERRY'S OF HARROW.
HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 1031 for details.
HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. (0100)
A. SAUNDERS, Ltd., offer:—
1949 Ford 10hp Prefect saloon (new type), black, red leather, 5,000 miles; £735. (5275)
1947 Ford 10hp saloon, black with brown leather; £595.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, 100 yds north of Tally Ho Corner, H. side 0024. (5243)
G. P. (BALHAM), Ltd., offer:—
355 gns.—1940 Ford 10 Prefect saloon, leather upholstery, excellent condition, any trial, choice of two.
G. P. (BALHAM), Ltd., 2c, Balham Hill S.W.12 (100 yds. Clapham South Tube). Batt. 5117. (5032)
ALLAN TAYLOR MOTORS, Ltd., offer:—
1938-9 Ford Prefect saloon: £365.
1938 Ford 10 saloon: £515.
HIGH ST. Wandsworth, S.W.18. Tel. Vandryke 6431. (3937)
1948 Ford 10, immaculate condition, as new; £625.
CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. (5202)
1947 Ford Prefect, leather, extras; £550.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. (4522)
1948 Ford Prefect saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (4280)

FORD (10 h.p.)
ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5. (7359)
1949 Ford Prefect (new type), 7,000 miles, spoolers, in part exchange Austin A40.—Abbey, 121, Shaftesbury Avenue, Leicester. (5369)
1940 Model Ford 10 Prefect 2-door, leather, recon. engine; £355; 1939 Ford 10 4-door saloon, loose covers, excellent condition; £365.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. (5506)
1948 Ford Prefect saloon, black, cloth upholstery, excellent car; £615.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Hampstead 2254. (5253)
5000 green, leather, radio.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (5155)
1947 Ford 10 Prefect saloon, black tawn interior, reconditioned engine just fitted, licensed December, 1950; £589.—Robbins, East Putney, Tel. 4581. (5204)
1948 (July) Ford 10 saloon, black, 12,000 miles, one owner, as new throughout; £595.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (5154)
1948 (Dec) Ford Prefect saloon, 4,000 miles only, a perfect car in every respect; £655; ex-change, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays. 4274. (5075)
1949 Ford Prefect saloon, 2,600 miles, black with cloth upholstery, as new, in excellent condition throughout; £668-678, Garratt Lane, London, S.W.17. Wim. 3031-2. (5924)
1939 Prefect drop head foursome, 5 almost new tyres, fitted over-riders, cream spring steering wheel and new battery, regularly maintained by Ford service, smart, lively, economical car, sound throughout, taxed; price £375.—Tel. Pad. 3856. (5318)
£395—1938 Ford Prefect 10hp de luxe 4-door saloon, bodywork literally showroom, beige cellulose, leather interior looks like new, mechanically 100%, all detail work beautiful, absolutely outstanding, no miss this; hire purchase, exchanges; 3 months guarantee.
LAMBS, of Wood Green, Caxton Rd., N.22. Bowes Park 4144. (5378)

Ford Ten Cars Wanted

GATEHOUSE MOTORS wish to purchase good clean Ford 10 cars.
GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. (4917)
ROWLAND SMITH'S, the Ford 10 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0935)
1949 Ford 10 Prefect saloon wanted.—Turnbull, Roseville, Station Hill, Winchester. (4944)
MARKSTON MOTORS Co. Ltd., for your Ford 10, Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15.
CASH buyers of low mileage Ford 10s; distance no object.—Hattens, Lord St., Southampton. Tel. 2268. (0790)
DAENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866.
FORD 10s wanted for cash, immediately.—F. King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. (1349)
WANTED urgently, 1948 Ford Prefect black saloon, small mileage.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. (1861)
R still buying Ford 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5660)

FORD (V.8)

DICKS CAR SALES offer.—
1939 Ford 22hp saloon, definitely unmarked; £345.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maids Vale 6889-9. (8127)
£395—1938 Ford 30hp 91A foursome drop head coupe, stone, red leather, excellent condition.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hamstead 6490. (5212)
1949 American V.8 Ford de luxe saloon, 2,000 miles, Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. (1391)
1949 May Ford Pilot saloon, blue, leather, heater, 11,000 miles, specimen condition, supplied new and serviced by us; £585.
1948 October Ford Pilot saloon, blue, 8,000 miles, genuinely like new; £590; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays. 4274. (5075)
GORDON CARS (LONDON), Ltd.—1949 Ford Pilot saloon, black, heater, radio, 13,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6811. (4568)
JULY, 1938, 61A Ford V.8 drop head foursome, in exceptional condition throughout; £390.—Jacquery, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (5401)
£255—1937 Ford V.8 22hp saloon, excellent mechanically, interior literally spotless, looks worth £450; hire purchase, exchanges; 3 months' guarantee.
LAMBS, of Wood Green, Caxton Rd., N.22. Bowes Park 4144. (5378)
1949 (March) Ford Pilot saloon, finished black, low mileage, perfect condition; £1,025.—A. W. Story (Motors), Ltd., 683, High Road, Leytonstone, E.11. (5339)
£10 tax, Ford V.8 saloon, reg. 1949, rebuilt regardless cost, mechanically practically new, amazing performance, ideal for continental touring; £395.—Chiswick 4737. (5331)
1949 (April) Ford Pilot saloon, black, brown leather, radio, heater, loose covers, Notek log lamps, 8,000 miles, as new taxed; £1,050.—Robbins, East Putney, Tel. 4581. (5533)
£395—1939-40 30hp 91A Ford V.8 de luxe saloon, leather, perfect.—Great Western Motors, Ltd., 6-8, Blenheim Rd., W.2 (Paddington Station), Ambador 1081-2. (5401)
FOR sale, Ford V.8 Canadian body, excellent mechanical condition £10 tax, 7-8 seats, fitted with low pressure tyres all round, good condition; £525.—Apply Hawkins, Ltd., 3401. (5141)
FORD V.8 1932 Model 91A, first registered 1947, £10 a year tax, steering column gear lever control, re-conditioned engine fitted, 600 miles, very fast vehicle; £365. Tel. Th. 4566 for appointment to view.
M. CROUDON, Surrey. (4115)

UTILITY—FORD (V.8)
325 gns.—Ford V.8, 1939, 22hp 4-door saloon, Cornish, nation blue, grey leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (5211)
1937 Ford V.8 saloon, 22hp, engine reconditioned, 5,000 miles, dark grey, excellent condition throughout; £295; hire purchase and exchanges.—Golly's Garage, Ltd., 111a, Earl's Court Road, S.W.5. Frobiisher 0063, 0929. (4124)

Ford V.8 Cars Wanted

C
THE CAR MART, Ltd., wish to purchase Ford Pilot cars.—520, Euston Rd., N.W.1. Euston 1212. (0714)
ROWLAND SMITH'S, the Ford V.8 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0935)
JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilot.—175, Westbourne Grove, W.11. Bays. 4274. (5075)
DAENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. (5015)
DICKS CAR SALES offer.—
1947 Ford 8 Utility, special body; £425.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maids Vale 6889-9. (8127)
FORD 10hp Ullecon, first reg. 1950, fold-flat seats, whole vehicle in excellent condition and almost as new; very good tyres, etc.; £435.
IVER SERVICE GARAGE, High St., Iver, Bucks. Tel. Iver 161. (5447)
1949 Ford Ullecon, 5,000 miles, as brand new; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. (5534)
FORD heavy 4-door utility, fold flat seats, sun roof, excellent condition; £250.—Jacquery, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (5401)
1948 Fordson 10cwt forward control with Utility bodywork, low mileage; £550; 1937 Ford V.8 chassis with Utility bodywork, seating for 9, original Dagenham bodywork; £299.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. (5510)
FORD V.8 Mercury 6-8-seater shooting brace, bird's eye maple wood body, sliding and winding safety glass windows all round, steering wheel gear change, hydraulic brakes, Dunlop 18in. 18mpg. £10 tax, reconditioned, ex-W.D.; from £295.
MATTHEW BROTHERS, Mathru Works, Sandy Lane North, Wallington, Surrey. "Grams" "Matbro". Tel. Wallington 4050. (1411)
195 gns.—Ford V.8, 1938 (reg. 1941), 22hp, fitted 4-door 5-seater timber utility body, 14852 glass windows, removable rear seat, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). Hampstead 6041. (5597)

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1946 onwards.
GEORGE NEWMAN & Co., 369, Euston Rd., London, W.1. Euston 4466. (5207)
ROWLAND SMITH'S, the Ford utility buyers.—Hamstead High St. (Hamstead Tube). Hampstead 6041. (0937)

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.,
FORD main dealers.
ALWAYS open.
SELECTION from our stock. Write for full list.
GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. (3209)
1918 model T Ford, at present receiving demand, loving car, for sale.—Inquiries Marlborough Garage, 39a, Abbey Rd., St. John's Wood. (5528)
1949 Ford power operated convertible, latest American, American made, in flawless condition, 3,000 miles, price 2,000 guineas.—Crawley, Western 6015. (5193)
TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—189, King's Rd., S.W.3. Tel. Flax. 4801-3. (10379)
SCARLET Fury (Ford specially built coach body), 4 seats, high compression 10hp engine, special carburettor, Scintilla, remote gear change, built new last year, done under 1,000 miles, any trial any time after 6 p.m.—Tel. Jackson, Hertford 2601. (4928)

Ford Miscellaneous Cars Wanted

R
ROWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0935)
C
THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. (0961)
HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (5211)
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Ford, Wembley 3903. (7999)
ANTED, 1947-8 Ford Anglia or Prefect, low mileage; no dealers.—J. Scales, 466, Cherrington Rd., Camberley, Surrey. (4650)
BRITISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. (4272)
R. S. CURRIE & Co., Ltd.—Low mileage Ford cars wanted.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. (5141)
JOHNSTONS SERVICE GARAGE urgently require which makes Ford cars.—1a, Midway Ave., N.1. Canonbury 6667-8. (3891)
LUTON MOTOR CO., Ltd., Ford main dealers, require low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3715. (7042)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service

NORMAND, Ltd.
THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6 Riv. 3665.
(0234)
LINSFORD and Islington.

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464.
(10557)

LLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

POTNEY 6431 (4 lines).

FOR Ford mudguards, running boards. 1933-46. (0314)

BROOKS, 85, Queens Rd., Brighton. (0383)

FRANK G. GATES, Ltd., High Rd., Woodford Green. (0234)

Tel. Wandstead 2253. Main Ford dealers; service and all spares. (0093)

CLARKE'S MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. (0110)

YOUR Ford car will be much improved in comfort and safety after fitting stabilisers to the front and rear springs; all models.—Granbury Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. (0281)

HORVELL patent wheel discs, enhance your Ford car or van with these highly polished, rustless, stainless-steel, non-drumming modern wheel discs, simple fitting 70/- per set of four; V.8 84/- per set (not for wire wheels).—Maurice Cheshire & Co., 29, Soho Hill, Birmingham, 19. (0632)

FRANZ NASH

100 cars.—Fraser Nash black and aluminium 2-str sports 12hp Anzani, coachwork in good condition, new tonneau and 2 new tyres; suitable for enthusiasts; no dealers.—Box 4716. (1587)

FRANZ NASH CARS WANTED

ROWLAND SMITH'S, the Fraser Nash buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0939)

FRANZ NASH-B.M.W.

AF.N. Ltd.

WE have a selection of 1939 used Fraser Nash-B.M.W. cars for sale, including types 335 (3/4-litre), 326, 327, 321.

FULL details and prices on application.

FRANZ-NASH CARS, Falcon Works, London, Rd., Isleworth. Hounslow 0011. (4684)

1938 2-seater sports Fraser Nash-B.M.W.; offers

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 468. (1568)

326 2-litre, small mileage, in outstanding condition, any trial.—R. Inkleby, 58, High Street, Skegness. (4757)

£275—Fraser Nash-B.M.W. type 45 saloon, under 3,000 miles since engine overhaul.—Old Farm Cottage, Charridge, Chesham, Bucks. Tel. No. 5401. (5401)

FRANZ NASH-B.M.W. cabriolet, type 45, good condition, engine recently overhauled, best offer over £300.—20, Northumberland Avenue, Welling, Kent. Tel. Bexleyheath 6009 after 7 p.m. (5413)

1939 (June) Fraser Nash-B.M.W. 327/9 fixed head efficiency engine, maximum speed up to 85 mph; beautiful lines, magnificent condition, many extras, including radio, always works maintained; for sale or exchange with cash for Bristol, Mk VI Bentley, or Mk V Jaguar. Tel. "Greenways", Lockerley, nr. Romsey, Hants. Tel. Lockerley 312. (4935)

Fraser Nash-B.M.W. Cars Wanted

BARTLETT, the Fraser Nash-B.M.W. specialists.—27a, Pembroke Villas, W.11. (5162)

ROWLAND SMITH'S, the Fraser Nash-B.M.W. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0940)

HEALEY

BROOKLANDS,

HEALEY distributors for London.

EARLY delivery of new Silverstone 2-seater,

PRISE £1,246/11/8;

ALSO special drop head 4-seater coupe by

BROTT of Farnham, delivery in two months; price £1,917/8/4.

ALSO 2-door sports saloons by Tickford.

103 New Bond St., W.1. Tel. Mayfair 8351/6. (15057)

Healey Cars Wanted

BARTLETT, the Healey saloon or tourer wanted.—27a, Pembroke Villas, W.11. (5162)

HEALEY saloon required, type of body immaterial.—Cochcraft, Elm Rd., Evesham, Tel. 6539. (5169)

HILLMAN 10

HAROLD PERRY Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444

1948 Hillman Minx Phase II saloon; £760.

1948 Hillman Minx drop head coupe, colour blue, blue leather upholstery, mileage 11,000; £740.

HAROLD PERRY Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

CAR MART, Ltd.

HILLMAN Minx 1947, saloon, 9,000 miles; £730.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (4999)

DICKS CAR SALES offer:—

1939 Hillman 10hp drop head four-seater coupe, just overhauled, very low order; £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. (4486)

HILLMAN 10

TOM GARNER, Ltd., offer:—

1949 Hillman Minx Mark III saloon, black, with brown leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. (4859)

PHILIP RICKARDS, Ltd., offer:—

1949 Hillman Minx Phase III saloon, H.M.V. radio, mileage 8,000, black.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (5291)

H. A. SAUNDERS, Ltd., offer:—

1947 Hillman Minx saloon de luxe, 12,500 miles; £665.

1949 Hillman Minx Magnificent, leather upholstery, 6,000 miles; £885.

1948 Hillman Minx drophead coupe, black with brown leather upholstery, radio, 7,150 miles; £775.

H. A. SAUNDERS, Ltd., Austn House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. (5244)

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx 10hp saloon, dove grey, blue cloth, 4,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (5018)

WADDINGTON MOTORS, Ltd., offer:—

1946 Hillman Minx saloon, excellent condition throughout; £550.

1939 Hillman Minx d.h. coupe, excellent condition throughout; £385.—Fortune Green Rd., N.W.6. Ham. 2211. (4975)

1947 Hillman Minx saloon, in new condition

COLE'S GARAGE, Worpole Rd., Wimbledon, S.W.19. C. Tel. Wimbledon 3610. (5496)

1947 Hillman Minx sun-saloon, one careful owner, excellent condition; £595.

TUMMS MOTORS, Colnetine Rd., Upper Richmond Rd., S.W.15. Tel. Putney 8667. (4531)

1947 Hillman Minx saloon, recon. engine, 6,000 miles, very good bodywork; £565.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. (5507)

£350—1939 Hillman Minx de luxe, green, immaculate, conditioned engine, sea-green, immaculate.

BRAY MOTORS, 180-184, West End Lane, N.W.6. B. Hampstead 6490. (5651)

1947 Hillman Minx saloon de luxe, black, faux interior, 15,000 miles, full petrol, good tyres.

WALTON-ON-THAMES MOTOR CO., Ltd., Walton 200. (5135)

1947 Hillman Minx saloon, black, brown upholstery, 18,000 miles, excellent condition; £635.

THE MOTOR CAR EXCHANGE, 52, Clarendon Rd., Watford, W.10. (5150)

1947 Hillman 10 saloon, 15,000 miles, almost as new; £675.—Robbins, East Putney. (5921)

1942 Hillman Minx saloon, black, excellent condition throughout; £395.—Tel. Sittingbourne (Kent) 538. (5347)

HILLMAN Minx 1937, smart, reconditioned engine, good runner; £230.—70a, Oakmead Rd., Balham, Under 7 p.m. (4744)

1937 Hillman drop head coupe; £320.—Smith & Hunter, 376, Kensington High St., W.14. (5445)

HILLMAN Minx coupe 1939, first-class condition, fully registered, available immediately; £350, or new offer.—Box 4552. (5225)

1946 Hillman 10 d/h coupe, exceptionally clean; £565.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. (5414)

1949 Hillman Minx saloon, negligible mileage, perfect.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. (5255)

1936 Hillman Minx saloon de luxe, recolloured sea green, very smart, appearance almost like new, good chassis; £275.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. (5503)

1947 Hillman Minx drop head coupe one owner, 12,000 miles, recently overhauled; £110 deposit.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (4151)

1949 Hillman Minx, small mileage, excellent condition, wireless, heater, spot lamp; £868.—Clayton, Kinner, Shepperton. (4809)

£295—1938 Hillman Minx de luxe saloon, also 1939 and 1946.—Traynor Motors, Ltd., of East Ham, Grangeview 2550. (5587)

1947 (July) Hillman Minx sunshine saloon, excellent condition, bargain.—Lionel H. Fugh, 13-14, Brook Mews, W.1. Mayfair 4433. (5454)

1938 Hillman 10 saloon, black; £395.—Montrose Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. (2080)

1947 October Hillman Minx saloon de luxe, excellent condition throughout; £595.—L. T. W. Clarke, 73, Cadogan Lane, S.W.1. Sloane 4727. (5154)

1939 Hillman Minx de luxe saloon, black with red leather, only done genuine 30,000 miles, one owner since new; £445.—Robbins, East Putney. Tel. 4581. (3920)

1949 Hillman Minx phase III saloon, H.M.V. radio, mileage 8,500, superb condition; £835.—Brevet Flying Club, 11, Chesterfield Street, W.1. Gros. 4681. (5481)

GORDON CARS (LONDON), Ltd.—1948 Hillman Phase II drop head coupe, black/brown leather, 10,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (4567)

1947 Hillman Minx saloon de luxe, black, exceptionally good order; £635.—Vandervells (buyers of used cars), 215, Havestock Hill, N.W.5. Primrose 441. (5410)

WALTER SCOTT, Ltd.—1939 Hillman Minx drop head coupe, black, exceptional condition; £415.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5914. (5410)

£355—1939 Hillman 10hp drop head coupe, faux, blue leather, recently overhauled; £110 deposit.—George Clarke (Motors), Ltd., 276-278, Brixton Hill, S.W.2. Tulse Hill 3211. (2730)

1947 Hillman Minx drop head coupe, black, brown leather upholstery, fitted Ace discs; £650; another at £625.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. (5186)

HILLMAN 10

1947 Hillman Minx drop head coupe, grey, blue hide upholstery, immaculate condition throughout; £675; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. (5467)

HILLMAN 14

£350—1938 Hillman 14 de luxe saloon, black, hide interior, clean condition, bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (5647)

1939 Hillman 14 saloon, excellent, guaranteed; £360; payments—Vauxhall, 17, Astwood Mews, S.W.7. Fro. 1319. (5173)

1938 Hillman 14, very good condition; £355.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221, Mal. 1627. (2133)

HILLMAN 14, first registered 1941, excellent condition throughout, genuine car, private owner; offers.—C. Heady, Moco Farm, Swanbourne, Bletchley, (4765)

WALTER SCOTT, Ltd.—1939 Hillman 14 de luxe saloon, black, exceptional condition; £445.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5914. (5409)

HILLMAN 21

LIMOUSINE 1938 Deluxe Coachwork, partition, widest forward, occasional, leather throughout, black, exceptional, £745. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (5264)

HILLMAN MISCELLANEOUS

1948 d.h. coupe, finished black, brown hide upholstery, 8,500 miles, excellent condition; £405.—H. A. Saunders, Ltd., 144, Golders Green Road, London, N.W.11. Speedwell 0011. (5501)

THANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 10hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, Kins Rd., S.W.3. Tel. Fax. 4801-3.

Hillman Cars Wanted

ROWLAND SMITH'S, the Hillman buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0940)

CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. (0987)

ROOTES, Ltd.

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MALDSTONE.—(Maldstone 3333.)

CANTERBURY.—(Canterbury 3232.)

CROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly W.1. Tel. Grosvenor 3401. (0108)

WANTED, 1947-8 Hillman Minx, low mileage; no dealers.—J. Scales, 426, Cherryinton Rd., Cambridge. (4640)

CASH buyers of low mileage Hillman Minxes. Dial Tel. 2268. (Southampton) Lord St., Southampton.

BRITISH & COLONIAL MOTORS, Ltd. require good Hillman cars.—Upper St. Martin's Lane, W.C.2. Tem. 5598. (3128)

CHARLES RICKARDS, Limited, wish to purchase good pre-war Hillman cars.—56 Bayswater Road, W.2. Paddington 1220. (4684)

LEOBE, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. (0458)

BIRMINGHAM and Midlands.—Low-mileage Hillman B modern cars required by George Heath, Ltd., 180-184, Nevill St., Birmingham, and Lower Temple St., Birmingham. (0689)

WAYNOR, the hire-purchase specialists, are still buying Hillman and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (3128)

NOTTINGHAMSHIRE Distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 44556. (0653)

Hillman Spares and Service

J. C. BRODIE, Ltd.

HILLMAN repair specialist (30 years); well-equipped works servicing, rebodying and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. (10676)

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6 Riv. 3665. (0234)

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. (0387)

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. (0720)

ENGINES, gear boxes, diffs, reconditioned exchange; all units 1934-48 trade or retail.—Garvey Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. (0344)

ROBERT CHIDLEY, Ltd.—Factory recon. engines, axles and gear boxes; all spares for Hillman from 1936 onwards; specialists tools, work shop, breakdown service and information available.—558 High Rd., Tottenham, N.17. Tel. Tot. 2920, 3343. (1959)

HISPANO-SUZUKA

£95—Hispano-Suiza chassis only, ideal for enthusiasts. £150 spent at Hispano specialists.

BRAMPTON 6490, 180-184, West End Lane, N.W.6. (5640)

HISPANO-SUZUKA Spares and Service

HISPANO spares and all repairs.—G. Brind, 47, Tapscott Rd., Croydon, Cro 1742. (9992)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HOTCHKISS
HAROLD RADFORD & Co. Ltd.
SOLE concessionaires.

1934 3½-litre Hotchkiss 4-door 5-seater saloon, finished in cream with velvet upholstery; 35,000 miles only; in very good mechanical condition.

HAROLD RADFORD & Co. Ltd., Melton Court, H South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).
CHIFFSTEAD MOTORS, Ltd. See under Sports Cars, advert No. 3324.
£625—1939 Hotchkiss 3½-litre sports saloon, twin carburetors, guaranteed 90mph, in perfect condition, black with blue leather upholstery; several extras—Brevet Flying Club, Ltd., 11, Chesterfield St., W.1. Tel. Gro. 1353. [4816]

Hotchkiss spares and service—Harold Radford & Co. Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available—Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513]

HAROLD RADFORD & Co. Ltd.

SOLE distributors for London and Home Counties, offer—

NEW and unused H.R.G. cars available for immediate delivery.

HAROLD RADFORD & Co. Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009]

1948 special sports two-seater (initial cost £1,400), at £850; very fast; terms, exchange—Pri. 2647. [4737]

H.R.G. Spares and Service—Charles Follett, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 3266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [3369]

HUDSON

GUY SALMON AUTOMOBILES, Ltd., offer—

1939 Hudson 17hp saloon, a genuine car in sound condition; £235.—Portsmouth Rd., Thames Ditton, Esherbrook 5551/2/3. [5478]

1939 Hudson 16.9hp saloon mechanically, bodily perfect; £525.

MANOR CIRCUS MOTORS, Ltd., Beascon Service Station, Lower Mortlake Rd., Richmond, Tel. Richmond 420. [354]

1939 Hudson 29hp Straight 8 Country Club 6-seater saloon, black-brown leather, as new, guaranteed—A. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [4943]

HUDSON 29hp d.h. coupe, body by Salmons, first reg. May, 1939, extremely attractive car in exceptional condition throughout; £565.

IVER SERVICE GARAGE, High St., Iver, Bucks. Tel. Iver 161. [4064]

CASSIDY MOTOR MART—1938 Hudson 8 saloon black, just overhauled by makers, written guarantee—S. Warren St., W.1. Euston 4110. [5173]

1937 Terraplane 16 drop head, four-seater coupe, guaranteed; £265; payments—Oldfield, 4, Russell Gdns, Mews, Kensington, Park 7780. [5525]

1939 Hudson Terraplane 16.9hp, 4-door saloon, exceptionally roomy, ideal hire car; bargain, £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5115]

£250—1935 Hudson 8 saloon, black leather upholstery, electric change, enclosed rear wheels, perfect mech. cond., ex. tyres and battery, body needs minor attention.

CENTRAL SERVICES (SIDCUP). Footscray 4566. [5224]

£395—Hudson 17 saloon 1939, steering column gear shift, radio, maroon throughout, immaculate—Ld. Cars, Ltd., 329 Upper Richmond Rd., East Sheen. [5118]

1948 Hudson Super Six 21.6hp, £10 tax, fitted rear heater, ex. 23,000 miles, one owner, condition £2,250.—FitzHenry, 1, Riviera, Marine Parade, Ventnor, I.O.W. [4793]

1936 Hudson Terraplane 22hp drop head coupe, the whole car, including tyres, in beautiful condition; £295.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [5187]

1938 Hudson Terraplane saloon 22hp, exceptional condition throughout, only two owners since new, original log book, taxed end of year; £365.—R. F. & M., Ltd., Stuart Place, Luton, Beds. Luton 4445. [4774]

HUDSON Terraplane drop head coupe, 22hp, registered 1935, attractively finished in cream, bodywork and interior perfect, engine and chassis 100% sound, bargain; £245.—M. B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [4979]

1937 Hudson Terraplane 16.9hp, leather upholstery, a high performance, low hp, roomy and economical car in immaculate condition; £345; available after June 14th.—Peter Bantock Car Sales, 37-39, King St., Parade, Twickenham, Poolegrove 7447. [5188]

UNIQUE Hudson 8 drop head four-seater coupe, special Regent ivory and black coachwork, Philco radio, smartest Hudson in England, 1936 model, mileage 46,000, overhauled 1939, only run 4,000 miles since 1939, splendid condition; 400gns.—Darron, Sissinghurst Court, Cranbrook. [4882]

Hudson Spares and Service—SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconitioned engines, spares and service, quote chassis number—83-101, Heath Rd., Twickenham, Tel. Poolegrove 1035-6-7. Telegrams, Spikins, Twickenham. [0568]

HUDSON

TOM GARNER, Ltd., offer—

1949 Humber Super Snipe saloon, black with fawn leather, radio, heater, etc., 6,000 miles.

1937 Humber Pullman limousine, maroon with leather front, cloth rear, one owner since new, 50,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2, Blackfriars 3265. [4860]

GLANFIELD LAWRENCE offers—

1939 Humber Imperial, 1949 condition; £675.—407 High Rd., N.12. Finchley 0091. [9137]

WARWICK WRIGHT, Ltd., offer—

1949 Humber Super Snipe 27hp saloon, steel grey, grey leather, 4,000 miles; £1,550.

1949 Humber Hawk 14hp saloon, almond green, brown leather, 2,000 miles; £1,375.

1948 Humber Snipe 18hp saloon, black, brown leather, 10,000 miles; £1,125.

1948 Humber Hawk 14hp saloon, silver green, fawn cloth, 7,000 miles; £1,145.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5019]

THE Humber Specialists for all spares. See advert. [5847]

GORDON CARS (LONDON), Ltd.—1949 Humber Hawk saloon, grey, immaculate.—Below. [5485]

GORDON CARS (LONDON), Ltd.—1949 Humber Pullman limousine, black, immaculate—Gordon House 275, Euston Rd., N.W.1. Euston 6611. [4569]

HUMBER Snipe 1936; £115.—Forest Hill Motor Co., 20, Brockley Park, S.E.23. Forest Hill 6514. [4867]

HUMBER 16 saloon 1934, in very nice condition, 4 new tyres, ideal family or hire car; £150.—Putney 6076. [4799]

12hp Humber 1936 saloon, splendid condition; £385.—9, Charlton Ave., Walton, Thames. Seen after 5 o'clock. [4868]

1946 27hp Humber, one owner, immaculate condition, leather upholstery, no dealers; £225.—Box 4637. [5552]

1948 Humber Hawk, nominal mileage, one owner; £1,175.—Bowen Hillside Garage, Edgware, Tel. Edgware 4464-5. [5285]

£200—Humber 11 saloon, 1935, excellent mechanical condition rebored, crankshaft reground.—Box 4638.

1949 Humber Hawk saloon, Phase III, black, mileage 7,000, as new throughout; £1,345; Trade enquiries welcomed.

H. W. I. Mayfair 0821/2. [3614]

1938 27hp 7-seater Pullman limousine.—Lawton-Goodman, 135, Cricklewood Broadway, W.2. [5423]

£199—1935 Humber 16 de luxe saloon, blue and black, exceptionally clean throughout, excellent runner, one owner since 1936.

B. S. W. MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [5658]

1948 Humber Hawk saloon, black, mileage 20,000, good condition, fitted heater; £350.—Brown, 192, Andover Rd., Newbury. Tel. 808. [5379]

1949 (March) Humber Super Snipe, green/beige leather, one owner, immaculate, low mileage; £1,475.—Odeon Motors, Ltd., Barnet 4100. [9850]

1949 (April) Humber Super Snipe, metallic grey/grey leather, low mileage one owner, super condition; £1,475.—Odeon Motors, Ltd., Barnet 4100. [9850]

1939 Humber Super Snipe shooting brake, beautiful looking vehicle, super condition throughout; £295; 3 months' guarantee; terms and exchange.

J. HORNSEY, Mountview 5228 and 5774. [5195]

1948 Humber Pullman 7-passenger limousine, one private owner; £1,550.—Park Garage (Leasey), Ltd., Hampton Court Way, Molesey, Tel. 4371. [8802]

1935 Super Snipe saloon, excellent condition, good tyres, battery, any trial, bargain, £196.—Crossland Motors, Castle Rd., Whitstable, Tel. 2319. [5352]

1948 Humber Hawk saloon, perfect condition, gunmetal and black leather upholstery; £1,040.—Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [3482]

HUMBER Utility 27hp, £10 tax, very good condition, close down seats; offers must be seen.—Tel. Mou. 8673, write 23, Hillway, Hollyridge Estate, Highgate, N.6. [4805]

HUMBER Hawk 1948, exceptional condition, immaculate appearance, perfect mechanically, 7,000 miles.—Tel. She. 3537 or write Gerrards, Ltd., 41, The Broadway, Southall. [4100]

1947 Humber Super Snipe 6-seater saloon, radio and heater, 19,000 miles; £875.—Johnstons Service Garage, 1a, Milmay Ave., N.1. Canonbury 6668. [5461]

CHESTNUT GARAGE, Ltd., 757, Lea Bridge, E.17. Reg. 6495.—1948 Humber Super Snipe saloon, metallic grey, cloth and leather upholstery, loose covers, immaculate condition; £1,075. [5218]

£495—1936 Humber Pullman limousine, full 7-seater, spotless exterior, mechanically excellent, ready for immediate hire work; hire purchase, exchanges; 3 months' guarantee.

LAMBS, of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [5579]

1946 Humber Super Snipe, Polychromatic grey, grey upholstered, fitted radio, excellent condition; price £850; any trial.—Kingston Garage, Springhead, Anlaby, E. Yorks. Tel. 48882, evening 40018. [5281]

1948 (July) Humber Super Snipe sal., metallic grey, hide upholstery, loose covers, radio, in exceptional condition, 15,000 miles; £1,125.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3360. [4927]

1939 Humber Super Snipe de luxe sun roof saloon, very good condition and order throughout, outstanding performance, taxed; £395; terms, exchange.—Tel. Ambers 2000, Fanfare Motors 99-115, Clarendon Rd., London, E. [5687]

1949 (April) Super Snipe 27h saloon, finished black, brown leather, loose covers, H.M.V. radio, 7,000 miles, one owner, as new; £1,450.—The Woodbine Laundry, Ltd., Elswick Rd., Newcastle-on-Tyne, 4. Tel. 33988. [3146]

HUMBER Snipe 4-light saloon, first reg. 1936, in really superb condition, finished in maroon with red leather upholstery, the car is late property of company director and has been maintained by makers regardless of cost; £675 or best offer.

IVER SERVICE GARAGE, High St., Iver, Bucks. Tel. Iver 161. [4061]

1937 Pullman Sedan de Ville, 6-seater, leather front, cloth rear, with division, laid up 1939, 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout, ideal hire car, bargain; £795.—Campbell Symonds, Weybridge 6262. [4827]

£1099—Humber Pullman 27hp enclosed limousine, 1946-7, privately owned since new, very low mileage even for a post-war model, immaculate black and chrome finish, original tyres in excellent condition, face forward occasional seats, division, heater, twin Lucas spare lights. See below.

£295 27hp, black with clean leather upholstery front and rear, winding division, face fwd, occasional, spacious luggage storage, inter. com. and full equipment; whole car in very much better than average condition for the year, especially mechanically, all tyres in excellent order; genuine bargain at the price.

CAMDEN MOTORS for Humber limousines, eight other models in stock, also 30 limousines of other makes. Write for 16-page post-free stock list. Easy and confidential hire purchase facilities; part exchange; free delivery service. Fares refunded to purchasers from any part of the country. [4960]

175 gns.—Humber Pullman, 1932, 26hp 7-passenger double enclosed limousine, black, blue leather, winding partition, face forward occasional, carefully used, very good condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. [5538]

1949 Humber Super Snipe saloon, grey, blue upholstery, 3,000 miles only, as new throughout; £1,395; three months' guarantee; choice of 250 quality cars; demonstrations free within 10 miles; available—25, East Hill, Clapham Junction, S.W.18, Batt. 5272. Open 9-6 each week-day, including Saturday.

GENUINE privately owned Humber Vogue, 1935, 12hp 4-cyl. 4-seater sports saloon, black, fawn leather upholstery, most superior attractive body, all aluminium, a truly magnificent car with beautiful streamlined very modern design, low swept tail, large outside boot, original beautiful polished appearance, Ace disc wheels, polished chrome, centres all chrome, equal to new. Whole car is in specimen appearance, steering is finger-tip control, the brakes 100%, the engine is silent, the transmission perfect and silent, knock on spinners and delightful to drive, a genuine motor car; 300 miles' trial and photo to genuine enquirer, taxed year; £250.—1, Bentley Rd., Manchester, 21, Tel. Chorlton 1288. [5354]

18 gns.—seven passenger partitioned limousine, leather throughout, privately owned, black, 5515.

1947 L. IMOUSINE 1939 Double Enclosed, forward occasional, black, delightful condition, £695.

1947 L. IMOUSINE 1939 Double Enclosed, 7-l forward, genuine 15,000, immaculate condition, black, reasonable cost. Seen: Alpe & Saunders, Providence Court, Grosvenor Square, 2541-Mayfair. [5263]

C THE CAR MART, Ltd., wish to purchase Humber cars—150, Park Lane, W.1. Grosvenor 3434. [0963]

R ROOTES, Ltd.,

D DISTRIBUTORS,

R REQUIRE modern low-mileage Humber cars.

B IRMINGHAM.—Lower Temple St. (Central 8411.)

M ANCHESTER.—129, Deansgate. (Blackfriars 6677.)

M AIDSTONE.—(Maidstone 5333.)

C ANTERBURY.—(Canterbury 3232.)

R OCHESTER.—(Chatham 2231.)

W ROTHAM Heath.—(Borough Green 4.)

R OOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106]

R OWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0942]

R. C. WIMBUSH, Ltd., urgently require good low-mileage Humber Hawk saloons.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, 3 W.5. Frenamite 6401. [5201]

CASH immediately for good Humber.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lampham 0012. [5099]

CASH buyers of low mileage Humber Hawks. Distance no object.—Hattons, Lord St., Southampton. Tel. 2268. [0793]

WANTED. 1947-8 Humber Hawk saloon, low mileage; no dealers.—J. Chapman, 6, Green Park, Cambridge. [4648]

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [4270]

7-SEATERS Limousines, low mileage, 1947/1948, also 1935/46hp and 27hp privately owned 1937/38/39.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [5274]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. [0066]

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham, Tel. 44558. [0533]

Humber Spares and Service—DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0789]

BROWNS for Jaguar.

1939 Jaguar 3½-litre drop head coupe, radio, immaculate condition; £550.—Brown's Garage, Loughlin (Essex) 4119 (Tube). [5046]

SIMPSON'S MOTORS offer—

1938 3½-litre S.S. Jaguar drop head, beautiful car; £420.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [5051]

JAGUAR

SCAVING HOUSE, 40, FLORENCE ST., DUBLIN 2, IRELAND

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1948 Javelin 1½-litre saloon, golden sand/brown leather, heater, guaranteed; £295.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (4944)

1940 Jowett 8, taxed, insured, excellent condition; £10.19, Naseby Rd., Clayhall Ave., Ilford, Wanstead 7991. (5472)

£375—Jowett 1938 10hp 4-cyl. sal., duo grey, red leather, ex. tyres and battery, new carb. and dist., spotless condition throughout. 35mpg; genuine bargain.
CENTRAL SERVICES (SIDCUP), Footscray 4596. (5223)

COOTER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, B. 2665. (10302)
95 gns.—Jowett 1929, 7hp 4-door saloon, black, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (5601)

1939 Jowett 10hp de luxe saloon, low mileage for year of manufacture, in exceptional condition throughout, taxed for year, guaranteed three months; £350.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey, Tel. Uplands 4841. (5519)

Jowett Cars Wanted

H BENTLEY & PARTNERS, wish to purchase Jowett cars.—Sackville House, 40, Piccadilly, W.1. Soane 3094. (3990)

C M THE CAR MART, Ltd., wish to purchase Jowett cars.—150, Park Lane, W.1. Grosvenor 3434. (10715)

R ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (10945)
R AYMOND WAT, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (13130)

Jowett Spares and Service

N EWNHAMS, Ltd., Javelin and Bradford main agents, spares and service specialists.—Newham House, 235-9, Hammer-smith Rd., W.6. Riv. 4646. (10415)

JOWETT-BRADFORD, For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1906. (10302)

M LESTON (SERVICE GARAGE), Ltd., main agents Jowett, Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629, 305, Erith Rd., Bexleyheath. (10271)

C ROYDON, Godfrey, Ltd., for full Jowett service and comprehensive range of spares. 228-234, London Rd., Croydon Cro. 3641. (10463)

F OR full Jowett service and comprehensive range of spares.—Jowett's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1 (Weilbeck 7986). (19247)

K INGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. (16618)

A V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710. The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. (10758)

LAGONDA

B ROOKLANDS, LAGONDA distributors for London.

L DETAILS and catalogues available for new models; also on show at
103, New Bond St., W.1. Tel. Mayfair 8351/6. (15056)

D ICKS CAR SALES offer:—

1935 Lagonda 4½-litre pillarless saloon, genuine bargain; £295.
1935 Lagonda 10hp sports 2-seater, very attractive car; £295.
1935 Laster 4½-litre drop head coupe, body by Freestone & Webb, numerous extras; £495.
D ICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maids Vale 6888-9. (14484)

C LAND & TABOR, Ltd., offer:—

1939 V.12 short chassis Lagonda d.h. coupe by Young & Bromley, recently fitted with new speed model engine, low mileage; £1,250.
A PPLY North Road Garage, Welwyn. Tel. Welwyn 481. (51770)

G UY SALMON AUTOMOBILES.

H AVE on view the superb new Lagonda saloon and coupe, reasonable delivery; may we quote you on your present car?—Portsmouth Rd., Thames Ditton, Esherbrook 5551-3. (8415)

H AROLD RADFORD & Co., Ltd.

O FFICIALLY appointed Lagonda retailers.

S ALES and service at Meiton Court, South Kensington, London, S.W.7. Kensington 6665 (5 lines). (10264)

M ANN EGERTON & Co., Ltd., offer:—

L AAGONDA V.12 medium chassis sports saloon, finished in grey with leather upholstery to tone, radio fitted, mileage only 6,400, first registered May, 1939, one owner since new.
14, Berkeley St., London, W.1. Regent 2073. (5068)

C HIPSTEAD MOTORS, Ltd. See under Sports Cars, advert No. 3324. (3325)

1936 4½-litre Lagonda drop head fourseater, magnificent condition throughout.
X L SERVICE STATION, Kingston Vale, S.W.15, Kin. 8333. (51777)

10 hp Lagonda Rapier fixed head coupe by Abbott, 1935 excellent condition; £285.—247, Archway Rd., N.6. (5405)

P ERFORMANCE CARS offer 1934 4½-litre tourer by Vanden Plas, in magnificent condition; see under Sports Cars. (14463)

C ASS'S MOTOR MART, 1936 Lagonda 4½-litre drop head fourseater, superb condition, written guarantee.—5, Warren St., W.1. Euston 3523. (4525)

D AVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), offer: 1934 4½-litre saloon, 16-80 drop head coupe, 16-80 tourer. (10287)

W E are open to purchase a few late models for rebuilding.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. (10287)

1932 5-litre Lagonda Selector Special saloon, maintained by Lagonda enthusiasts, many extras; £1,675.—Swanmore Garage, 1176-80, Churchchurch Rd., Thornton Heath 4657. (5182)

L AAGONDA V.12 saloon 1939, 28,000 miles, recently owned by Lord Rothschild, magnificent condition; £1,675.—Swanmore Garage, 1176-80, Churchchurch Rd., Boscombe East, Tel. Southbourne 1022. (5320)

1938 Lagonda V.12 saloon, one titled owner, moderate mileage, fitted radio, magnificent condition in every respect; £685.—Rayton's Cars (London), Ltd., 337, Euston Rd., N.W.1, Tel. No. Euston 5228 (5 lines). (5220)

1936 4½-litre black Lagonda coupe, maintained regardless of cost and recently fitted with Davies coil suspension, fitted Fram, wireless; offers please.—Raydon, Upper Packington Rd., Ashby-de-la-Zouch, Ashby 1151. (10287)

£585 1931—1936 4½-litre Lagonda sports four-door saloon, fitted with radio, brand new tyres, ride control, colour grey with grey hide upholstery, car in immaculate condition throughout, and capable of 95 mph with superb road holding and brakes.

B RIAN FINGLASS, Bugatti Sales and Service, 2, Pembroke Bridge, Bayswater, W.11. Bayswater 3951. (10287)

16-80 4-door saloon, excellent all-round condition, £200 overhaul in past year, new magneto, Newton shock absorbers, brakes relined, etc., 20mpg, full details on request; £325 or near offer.—Major Mellors, Military College of Science, Shrinvenham, Wilts. (4986)

395 gns.—Lagonda Rapide, 1935 (reg. 1936) 4½-litre pillarless sports saloon, black, sliding head, brown leather, new Dunlop tyres. Wind-tone horns, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (5602)

Lagonda Cars Wanted

C ASH immediately for good Lagonda.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lancham 0012. (5100)

R OWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (10945)

16 hp Lagonda wanted condition immaterial.—Gordon W. Wooderson, 45a, Drewstead Rd., S.W.16. Streatham 8638. (5546)

L AAGONDA cars.—A limited number of home-sale orders now acceptable; used models wanted.—Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). (10258)

Lagonda Spares and Service

L AAGONDA owners wish to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

L AAGONDA, Ltd., Service Department, Victoria Rd., Feltham Middlesex, Tel. Feltham 2291. (10006)

D AVIES MOTORS, Ltd. (Managing Director J. E. Davies, 20 years service manager to Lagonda, Ltd.), are concentrating on the servicing and rejuvenation of pre-war Lagonda cars, revolutionizing the rigid and early models and we now offer a reliable conversion on those with I.F.S.

273, London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. We are open on Saturday mornings. (10217)

LAMMAS GRAHAM

1938 26hp Lammass Graham drop head fourseater coupe, very smart car in exceptional condition; £435.—Crawley, Western 6015. (5191)

LANCHESTER

1934 Lanchester 10, 4-door saloon, good condition; £150.—Itter, "Thornbury," Green Lane, Burnham, Bucks. (4745)

1948 Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (4284)

L ANCHESTER 14 d.e. saloon, 1939, immaculate showroom condition throughout, magnificent performance; £750.—9, Phillimore Place, W.8. (5562)

1934 Lanchester 10hp sportsman's coupe, Mulliner body, £191 recently spent on complete overhaul, new leather; £275.—Box 469, (5428)

L ANCHESTER 10hp saloon (1947), black with brown leather, excellent condition; £250.—Stratford, Ltd., 40, Berkeley St., W.1. (Mansel 4404). (5045)

S PINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

D AILMER House, Bournemouth. Tel. 5405. (10545)

£95—1933 Lanchester 18, exceptional condition.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station), Ambassador 1061-2. (3402)

1937 Lanchester 14hp Roadster de luxe saloon, blue and black exceptionally smart; £320.—Michael Motors, Ltd., 330, Norbury Av., S.W.16. (5315)

1938 Lanchester 14hp six-light saloon, black, in excellent condition throughout, genuine bargain; £450.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (5327)

425 gns.—Lanchester Roadster, 1939 model 14hp de luxe 4-door saloon, maroon and black, sliding head, maroon leather, preselector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (5603)

Lanchester Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. (10965)

L ONDON CARS require good used 11/14hp Lanchester saloons, later models preferred.
L ONDON CARS, 592-6, Greenford Rd., Greenford, Middles Wexlow 2643. (4108)

C ASH immediately for good Lanchester.—H. F. Edwards, 28, Upper High St. Epsom 9400. (5109)

Lanchester Cars Wanted

R OWLAND SMITH'S the Lanchester buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (10945)

C ASH buyers of low-mileage Lanchester 10s; distance no object.—Hattons, Lord St., Southport, Tel. 2268. (10795)

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. (4266)

Lanchester Spares and Service

A RCOT MOTORS, Ltd., Pres-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. (10237)

C ROYDON, Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Derminster Rd., Croydon 5775. (10689)

LANCIA

1938 Lancia Aprilia, immaculate and in first-class condition.—Box 4713. (5573)

L ANCIA 2½-litre pillarless saloon (1935), immaculate; £425; executor's agent.—Worthing 6123. (5671)

1939 Lancia Aprilia saloon, carefully maintained by enthusiast.—Autis workshop (Winchester), Ltd., Winchester 4834. (4935)

1938 Aprilia saloon, 2 owners only, Telecontrols, large engine fitted, in perfect mechanical condition; numerous spares including 2 new tyres; £585.
T HE FORGE GARAGE (PETERSHAM), Ltd., 182, Petersham Rd., Petersham, Surrey Richmond 1854. (4105)

R OSE & YOUNG, Ltd., offer 1939 Lancia Aprilia drop head coupe, body by Farina; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6464. (5478)

J OHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia cars, only first-class examples are offered; one exceptionally fine 1939 cabriolet is now available, full details on request.—173, Westbourne Grove, W.11. Bays. 4274. (5074)

125 gns.—Lancia Lambda, 1930 model, 17hp, 4-door sports saloon, black, aluminium wheels, leather upholstery, independent front suspension, good tyres, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (5604)

L ANCIA Aprilia de luxe saloon, silver-blue leather, 1939, with 1939 wheels and suspension. I have maintained this car in absolutely perfect condition, all details correct, no rust anywhere, doors 100% 52mpg and 32mpg consistently; exceptional need requires sale and will afford full facilities for examination and demonstration for such a real efficient car, which deserves a good home; £750, to include full tax and several tyres.—J. Manthorp, New House, Lincombe, Lee, Hfrcombe, Devon. (Ask exchange for telephone number). (5351)

Lancia Cars Wanted

L ANCIA Aprilia wanted, any year.—T. F. Green, High July, 1939, with 1939 wheels and suspension. I have maintained this car in absolutely perfect condition, all details correct, no rust anywhere, doors 100% 52mpg and 32mpg consistently; exceptional need requires sale and will afford full facilities for examination and demonstration for such a real efficient car, which deserves a good home; £750, to include full tax and several tyres.—J. Manthorp, New House, Lincombe, Lee, Hfrcombe, Devon. (Ask exchange for telephone number). (5351)

J OHN S. TRUSCOTT, Ltd., urgently require first-class Lancia.—173, Westbourne Grove, W.11. Bays. 4274. (5080)

K EVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilia; 41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. (10508)

L ANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester. 19. Rus. 3874/5. (10077)

Lancia Spares and Service

L ANCIA (ENGLAND), Ltd., Ealing Rd., Alperton, Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamo, starters, etc., etc.

LEA-FRANCIS

C HANLES FOLLETT, Ltd., Sole Distributors London and Home Counties, offer:—

1947 Lea-Francis 14hp saloon, grey, maroon leather, wireless, heater, excellent condition throughout; £895.
1949 Lea-Francis 14hp streamlined saloon, maroon, 7,000 miles, H.M.V. radio, heater, twin fog lamps, and petrol pump; a very attractive and modern car; £1,358.
18, Berkeley St., W.1. May 6266. (5070)

O FFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. (10983)

C HANLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
S HOWROOMS: 18, Berkeley St., W.1. May. 6266.

O FFICIAL Lea-Francis London Service Station, Works and Stores:—

12, Wellesley Ave., W.6. Riv. 1413. (10983)

Lea-Francis Spares and Service

L EA-FRANCIS CARS, Ltd.

S PARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60204-5-6. (10392)

C HANLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.
S HOWROOMS: 18, Berkeley St., W.1. May. 6266.

S PARE parts.

S ERVICE: 12, Wellesley Ave., W.6. Riv. 1413. (10370)

MERCEDES

C HIPSTEAD MOTORS, Ltd. See under Sports Cars, advert No. 3324. (3326)

D UE to family reasons, the owner is reluctantly compelled to sell with what he considers to be the finest supercharged 2-seater Mercedes ever built; this car has always been maintained through the years entirely regardless of expense, and is capable of approximately 120 m.p.h., petrol averages 15 m.p.g., and oil consumption nil, 38hp; all chrome is as new, and the Corsica bodywork can honestly be described as immaculate; the car is in chrome with all large-type racing instruments; the extras are far too numerous to mention, and the car is for sale at £950, or will do a deal with post-war car.—Box 4714. (5572)

Mercedes Cars Wanted

C HIPSTEAD MOTORS, Ltd., will always purchase good Mercedes.—The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. (3324)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORGAN
MORGAN coupe 4/4, 1946, £465 or offer, or exchange for Aston Martin 1½-litre Mark II.—84, Park Ave., Barnstable.

1949 Morgan 4 by 4 2-seater, just out of covenant, British racing green, excellent condition throughout, owner going abroad; £700 or near offer.—A. Barber-Starkley, Forham St., Bury St. Edmunds.

BEVERLEY MOTORS will shortly have completed a special 2-seater 4/4 Morgan for our customers' inspection and criticism or plain rude remarks.—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Malden, Tel. Malden 4403. [5325]

1940 Morgan 4/4 d.h. coupe, blue, Climax engine, £150 works overhaul 1947, 7,000 miles; 36 m.p.g., no oil, wonderful condition, photographs, bills shown trial; £425.—Write Major R. E. D. Green, War Office Officers' Mess, Woolwich, S.E.18. [4053]

Morgan Cars Wanted

R ROWLAND SMITH'S the Morgan buyers.—Hamstead High St. (Hamstead Tube), Ham 6041. [0949]

CASH immediately for good Morgan.—H. F. Edwards, 154, Gt. Titchfield St., W.I. Langham 0012. [5101]

RAYMOND way, the hire-purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). [5131]

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.I. Langham 7735. [0548]

MORGANS—All available spares in stock.—F. H. Douglas Morgan, Specialist, 1A, South Ealing Rd., Ealing W.5. Eal. 0570. [0728]

MORRIS MINOR

CAR MART, Ltd.
MORRIS MINOR 1949 saloon, 11,000 miles; £760.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5000]

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Minor saloon, 8,000 miles, green/beige, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [5290]

1949 Morris Minor, 5,000 miles, grey.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [5340]

1949 April, Morris Minor saloon, grey, 3,000 miles only, taxed; £725.—J. R. Inwards, Ltd., High St., Rusling 3033-4-5. [5409]

1949 Minor saloon, black, beige upholstery, 8,000 miles, quite faultless condition; £735.—H. A. Saunders, Ltd., 144, Golders Green Road, N.W.11. Speedwell 0011. [5304]

Morris Minor Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716]

MORRIS EIGHT

CAR MART, Ltd.
MORRIS 8 1948 4-door saloon, 2,000 miles; £760.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5001]

NEWNHAMS, Ltd.
MORRIS 8 4-door saloon, black with brown, low mileage.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8035]

H. A. SAUNDERS, Ltd., offer:—

1948 Morris 8 4-door saloon; £595.

1947 Morris 8 4-door saloon, sunshine roof, discs; £565.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [5247]

G. F. (BALHAM), Ltd., offer:—

1949 Morris 8 1938 Morris 8 saloon excellent condition, any trial.

G. F. (BALHAM), Ltd., 2c, Balham Hill S.W.12 (100 yds Clapham South), Bant 3117. [5033]

1939 Morris 8 4-door saloon, black; £325.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon, Springpark 3477-8. [5513]

1946 Morris 8 2-door saloon, 1930.—61, Hythe Park Rd., Staines, Middlesex. [5393]

1948 Morris 8 4-door de luxe, under 4,000 miles, as new; £595.—Haskins Ladbrooke 1155. [5030]

1948 (November) Morris 8 4-door saloon, green and black, 6,000 miles, absolutely as new; £595.

IVER SERVICE GARAGE, High St., Iver, Bucks. Tel. Iver 161. [4063]

1938 Morris 8 two-door de luxe saloon, completely reconditioned; £355.—Robbins East Putney Tel. 4581. [1912]

1938 Morris 8 4-door excellent condition; £235.—Edginton, 37, Peckham High St., S.E.1. Rod. 2586 and Rav. 3365. [5205]

1939 Morris 8 series E 4-seater, full equipment, replacement engine; £280.—70, Hillcroft Crescent, Orpington, Orpington 4956. [5244]

1948 Morris 8 4-door saloon, speedo, 12,000 miles; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [18766]

JARVIS & SONS, Ltd., offer 1946 series E, 2-door, factory replaceable just fitted, faultless car; £495; choice of another 1946 de luxe, £495; also choice of 1947 (Nov.) 4-door saloons, from £575.—Morris House, Gordon Rd., S.W.12, Liberty 4656. [52168]

£375 in original dark green cellulose with black wings and green leather interior, whole car in very outstanding condition, especially mechanically, brakes just reined, new battery and tyres fitted this year, spot lamp, demister, etc.

CAMDEN MOTORS, Lake St., Leighton Buzzard Beds. Phone 2381 and 3115.—Sixteen other Morris 8's in stock; write for our 18-page fully priced post-free catalogue of nearly 400 fully guaranteed used cars, giving details of our free delivery service, refund of extra petrol tax for 2,000 miles of motoring and other concessions; easy and confidential hire purchase facilities; part exchanges; fares refunded to purchasers from any part of the country. [4962]

1935 Morris 8 saloon, maroon and black, excellent condition; £170.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5364]

1938 Morris 8hp 4-door saloon, very clean and good mechanical condition; £295.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181. [4786]

1938 Morris 8hp sun roof saloon, good condition, excellent runner; £225; terms, exchanges.—Tel. Amrit 2000, Panfare Motors, 99-115, Clarence Rd., London, E.5. [5669]

Morris Eight Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. [0967]

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0976]

ROWLAND SMITH'S, the Morris 8 buyers.—Hamstead High St. (Hamstead Tube), Hamstead 6041. [0976]

MORRIS 8s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536-7. [1351]

RAYMOND way, the hire-purchase specialists, are still buying Morris 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). [51662]

MORRIS TEN

H. A. SAUNDERS, Ltd., offer:—

1947 Morris 10 saloon de luxe, 6,000 miles; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [5248]

1937 Morris 10 saloon de luxe, black and green; £290.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon, Springpark 3477-8. [5512]

1948 Morris 10hp saloon, green/brown leather, one owner, guaranteed; £725.

C. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2245. [4945]

1947 Morris 10 saloon, black and brown leather, low mileage, excellent condition throughout; £595.

JOHN CAMPBELL MOTORS 41½ Hollway Rd., N.4 North 4441. [6473]

1947 Morris 10 saloon, one owner, superb; £625.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [5443]

1948 Morris 10 saloon, 3,700 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [5516]

1934 model Morris 10 tourer, good condition; £150.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hamstead 2221, Mal. 1627. [5520]

£385—1939 Morris 10 de luxe saloon, exceptionally clean, black, brown hide interior, faultless runner, good tyres; choice of two.

BRAY MOTORS 180-184, West End Lane, N.W.6. Hamstead 6490. [5656]

1937 Morris 10 sun saloon, Jackals, 4 speeds, completely overhauled Morris works 1948, excellent condition, taxed.—Offers to 3, Earlsfield Rd., Hyde, Kent. Tel. 67542. [4791]

1948 (March) Morris 10 saloon, black, brown interior, many extras, 16,000 miles, exceptional condition throughout; £685; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [5077]

JARVIS & SONS, Ltd., offer 1948 series M, black with brown leather, 8,000 miles, Flye radio, one owner on half-rate tax, taxed year, £765; also another, as above, less radio, 6,000 miles, £765.—Morris House, Morden Rd., S.W.19. Liberty 4656. [5244]

TANKARD & SMITH, Ltd., offer 1947 Morris 10 saloon, in black with brown leather, sun roof, moderate mileage and faultless condition and appearance; £655; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198 Kings Rd., S.W.3. Flaxman 4801-2-3. [4834]

1948 Morris 10 de luxe saloon, mileage 11,000, maintained immaculately, coachwork indistinguishable from new, entire car irreproachable condition, very exceptional car, offered at £500; terms, exchanges.—Head & Overseas Motors, 160, Finchley Rd., N.W.3. Hamstead 0087-8-9. [5566]

1947 Morris 10 saloon, black, brown hide upholstery, low mileage, well maintained; £595; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. [5466]

Open 9-6 each week-day, including Saturday.

Morris Ten Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. [0968]

GATEHOUSE MOTORS wish to purchase good clean Morris 10 cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, L'n. don, N.6. Mountview 4444. [4916]

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0977]

POST-WAR Morris 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0957]

ROWLAND SMITH'S, the Morris 10 buyers.—Hamstead High St. (Hamstead Tube), Hamstead 6041. [0977]

ALL Morris 10 models urgently required, including 1939, 1946, 1947 and 1948.—Corbitt & Taylor, 22, Conduit Mews, W.2. Aub. 6049. [52470]

MORRIS 10s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536-7. [1351]

RAYMOND way, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). [51663]

MORRIS TWELVE

1938 Morris 12hp, blue, blue leather upholstery, good condition; £585.

MANOR CIRCUS MOTORS, Ltd., Beacon Service M Station, Lower Moultrie Rd., Richmond, Tel. Richmond 4004. [5642]

MORRIS TWELVE
MORRIS, 1939, 12 saloon, 29,000 miles, black and brown upholstery, definitely 1948 condition.

MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [4845]

MORRIS 12hp, 1936, sliding head, black and green, leather upholstery, exceptional condition, taxed; £250 or near offer.—Tel. Buckhurst 5430 after 7 p.m. [5378]

1938 Series 3 Morris 12 saloon, low mileage, perfect appearance and mechanical condition, laid up during war, one driver; £425.—Tel. Lee Green 5089, Box 4569. [4754]

1937 leather upholstery; £290; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5048]

£345—1938 Morris 12hp saloon de luxe, series III, smart and attractively finished coachwork, with original dark blue cellulose and leather upholstery to match, engine extensively reserviced in our workshops by expert staff; this car is in tip-top mechanical order and ready to give a splendid time of service; all Dunlop tyres practically new.

C. Beds. Phone 2381 and 3115.—Eight other Morris 12's and 7 Morris 14's in stock; write for our 18-page fully priced post-free catalogue of nearly 400 fully guaranteed used cars, giving details of our free delivery service, refund of extra petrol tax for 2,000 miles of motoring and other concessions; easy and confidential hire purchase facilities; part exchanges; fares refunded to purchasers from any part of the country. [4963]

Morris Twelve Cars Wanted
ROWLAND SMITH'S, the Morris 12 buyers.—Hamstead High St. (Hamstead Tube), Hamstead 6041. [0978]

RAYMOND way, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). [51642]

MORRIS FOURTEEN

£185—1937 Morris 14 de luxe saloon, excellent runner; 14,000 miles, black and brown leather, good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [5605]

FOR SALE, 1935 Morris saloon, black car, 20.9hp, in good condition; £250.—Mocn, Rocklands, West Hoathly, Sussex. [4275]

MORRIS OXFORD

CAR MART, Ltd.
MORRIS OXFORD, 1949, saloon, 5,000 miles; £1,075.

MORRIS OXFORD, 1949, saloon, 12,000 miles; £1,020.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5002]

TOM GARNER, Ltd., offer:—

1949 Morris Oxford saloon, grey with beige leather, 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester. 2. Blackfriars 9265-6. [4662]

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, 4,800 miles; £985.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [5248]

WARWICK WRIGHT, Ltd., offer:—

1949 Morris Oxford saloon, green, buff leather, 7,000 miles; £995.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 5761. [5020]

ACE SERVICE STATION (LONDON), Ltd.

6,000 miles.—1949 Morris Oxford saloon, fitted with radio and tape, 6,000 miles, 10.10.50. Elgar 5585 (5 lines). [5039]

MORRIS OXFORD, 1949, April, mileage 9,500; £915.—Bedford Motor Works, Ltd., Bedford Rd., Clapham, S.W.4. Brixton 4314. [5409]

1949 Morris Oxford saloon, 1,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [4273]

RIPCO, Ltd., offer—1949 Morris Oxford saloon, 2,000 miles, grey, one owner; £995.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952/4. [5236]

1949 Morris Oxford saloon, 8,000 miles, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [4274]

1949 Morris Oxford 4-door saloon, in maroon, perfect condition inside and out; £945. Jocky Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5158]

1949 Oxford saloon, green/beige upholstery, 6,000 miles, quite faultless condition.—H. A. Saunders, Ltd., 144, Golders Green Road, N.W.11. Speedwell 0011. [5303]

1949 (May) Morris Oxford saloon, black, with fawn leather, 3,000 miles only; £965.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [4514]

1949 Morris Oxford saloon, radio, loose covers, 11,000 miles, very beautiful condition; £975; exchanges and easy terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East, Tel. Southbourne 1022. [5325]

Morris Oxford Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—320, Euston Rd., N.W.1. Euston 1212. [0717]

WANTED, Morris Oxford, low mileage; no dealers.—Robinson, 2, Regent St., Cambridge. [4654]

Morris Six Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Six cars.—320, Euston Rd., N.W.1. Euston 1212. [0716]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee—198, Kings Rd., S.W.3, Tel. Flax 4801-3. (0379)

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars—Sedales, Norwich Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich, Tel. Norwich 20541. (0105)

Morris Miscellaneous Cars Wanted

ROWLAND SMITH's, the Morris buyers—Hampestead High St (Hampestead Tube), Ham. 6041. (0679)

L. CRANMORE, Potters Bar, requires Morris cars for cash—1940 Potters Bar. (1952)

CASH immediately for good Morris—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (5102)

SIMPSON'S MOTORS (Wembley), Ltd., wish to purchase all models Morris, Wembley 3903. (8001)

SELL your Morris to us, good cars urgently wanted, all models—Oxford, 67, George St., W.1. Wel. 6656.

CHARLES RICKARDS, Limited, wish to purchase good pre-war Morris cars—56, Bayswater Road, W.2. Paddington 1526. (0463)

CASH buyers of low-mileage Morris Minor, Oxford and 6; distance no object—Hattons, Lord St., Southampton. Tel. 2268. (0798)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. (0614)

JOHNSTON'S SERVICE GARAGE urgently require all makes Morris cars—1A, Midway Ave., N.1. Canonbury 6666-7-8. (1399)

Morris Spares and Service

FOR Morris mudguards, running boards, 1930-46—Brooks, 85, Queen's Rd., Brighton. (0384)

DALTON MOTORS for Morris service and spares. 1934-49 models—517, Kingsland Rd., Dalston, E.8. Clissold 4904. (0476)

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service, 209, Balham High Rd., Balham, S.12. (0476)

OVER-RIDERS for Morris new series Minor, Oxford and Six, heavily chromed, well styled, strong, 25-hp pair; also available for 8-10hp 1939-47 models. (0476)

POLISPEX guaranteed anti-glare visor panels cut and drilled to replace your present opaque visor; 12/- each—Maurice Cheshire & Co., 29, Soho Hill, Birmingham, 19. Northern 5128. (0631)

OVERSEAS CARS, Ltd.

1946 23hp Nash saloon, right-hand drive, fawn, 24,000 miles, £1,300. (0477)

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (0477)

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, Nr. Lingfield, Surrey, Tel. Lingfield 350-1. (0476)

1939 6-cyl. Oldsmobile saloon, immediate delivery; would consider near offer to £2,750—Distributors (Rawlence), Ltd., Blindley Heath, Nr. Lingfield, Surrey. (0476)

1939 6-cyl. Oldsmobile saloon, immediate delivery; would consider near offer to £2,750—Distributors (Rawlence), Ltd., Blindley Heath, Nr. Lingfield, Surrey. (0476)

1936 6-cyl. Oldsmobile saloon in really good order; £255. (0476)

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. (0476)

1947 Oldsmobile 6-cyl. saloon, finished black, loose covers, radio and heater, 14,000 miles, r.h. drive—Castle's Motor Co. (Leicester), Ltd., Church Gate Leicester, 65251. (5145)

1936 Oldsmobile saloon, in excellent condition, black, moderate mileage, £300; hire purchase and exchange arranged—Golly's Garage, Ltd., 111a, Earl's Court Road, S.W.5. Frobiher 0063, 0929. (4125)

O.P.E.L.

1937 Opel Cadet saloon, very nice condition; £250.—Stadium Autos, 178, New Barn St., London, E.13. Alb. 3366. (1445)

ASSON MOYAR & MART, 1938 Opel 16hp Olympia C saloon, radio, platin upholstery, superb order, written guarantee—S. Warren St., W.1. Euston 4110. (1426)

MAYFAIR GARAGES, Ltd.—March 1939 (latest) Opel (front) Opel Cadet saloon, blue, small mileage, very carefully preserved outstanding condition throughout; 3 months' guarantee; £295. (1391)

£195 Opel, Mayfair, W.1. Mayfair 3104/5. (1391)

1935 Opel Super 6, 1937, 24hp 5-seater convertible cabriolet, black, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampestead Tube), Hampstead 6041. (5606)

Opel Cars Wanted

ROWLAND SMITH's the Opel buyers—Hampestead High St. (Hampestead Tube), Ham. 6041. (0679)

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models—237, Brixton Hill, S.W.2. Tel. 3694. (0699)

Opel Spares and Service

MAYNOR MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service—Southampton St., Southampton, Tel. Southampton 3266, 4536. (5772)

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fire timing wheels; quotations—158, Stockwell Rd., S.W.3. Brix. 6251. (0753)

PACKARD

1939 Packard Super 8 Georgia coupe, fitted radio, a very attractive car; £625. (1445)

1938 Packard 35hp drop head coupe, fitted radio, fine order throughout; £450. (1445)

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. (1811)

GUY SALMON AUTOMOBILES, Ltd., offer—

PACKARD

JOE THOMPSON (MOTORS), Ltd., offers:—

1937 Packard limousine, colour black, face forward occasionally; £725. (1445)

1939 sedan de ville 32.5hp Super 3 de luxe, very low mileage, special English body, an outstanding car. (1445)

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. (1314)

PACKARD SOLE CONCESSIONAIRES, amongst other approved late model Packard cars offer:—

1947 29.4hp, overdrive, radio heater, defroster, one owner, 12,000 miles, £10 tax. (1445)

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1947 29.4hp, overdrive, radio heater, defroster, one owner, 12,000 miles, £10 tax. (1445)

1947 29.4hp, overdrive, radio heater, defroster, one owner, 12,000 miles, £10 tax. (1445)

1947 29.4hp, overdrive, radio heater, defroster, one owner, 12,000 miles, £10 tax. (1445)

1947 29.4hp, overdrive, radio heater, defroster, one owner, 12,000 miles, £10 tax. (1445)

RENAULT

1939 Renault 12hp, 4-door saloon, exceptionally good car, £350.—Vandervells (buyers of good used cars) 215, Haverstock Hill, N.W.3. Primrose 4441. (2672)

Renault Cars Wanted
ROWLAND SMITH's, the Renault buyers—Hampestead High St. (Hampestead Tube), Ham. 6041. (0679)

WELHAM'S RENAULT SALES SERVICE purchase all models—Surbiton Hill Rd., Surbiton, Elmbridge 1875. (0127)

BROOKLANDS.

1948 Riley 2½-litre saloon, maroon with red leather upholstery, speedometer reading 11,000. (5081)

1948 Riley 2½-litre, 1949, saloon (100bhp) 7,000 miles; £1,750.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (5003)

1947 model Riley 1½-litre saloon de luxe, immaculate condition; £865.—Brown's Garage, Loughton (Essex) 4119 (Tube). (1599)

1940 Riley 12 saloon, one owner since new, excellent condition; £325. (1445)

1937 Riley 12 saloon, just overhauled, positively unmarked, really genuine car; £395. (1445)

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. (1811)

1949 Riley 2½-litre saloon, black with fawn upholstery, 7,000 miles. (1445)

1948 Riley 2½-litre saloon, black, green leather, 1 owner, 14,500 miles, excellent condition throughout; 3 months guarantee; £1,350. (1445)

1947 Riley 1½-litre saloon, black, brown leather, heater, 11,000 miles only, very carefully maintained and driven. (1445)

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1947 Riley 1½-litre saloon, black, brown leather, heater, 11,000 miles only, very carefully maintained and driven. (1445)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1949 Riley 2½-litre saloon, green throughout, H.M.V. radio 9,000 miles, immaculate, perfect; nearest £1,450.—Hare, "Highfield" Conifer Walk, King's Acre, Hereford. [4013]

1947 (Sept.) Riley 1½-litre saloon, black red leather, 14,000 mls., as new; £935.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4640]

£165—or by instalments, 1934 Riley 9hp Kestrel saloon, manual gear box, 3 months' written guarantee; £165.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 and 8532. [5530]

1937 Riley Kestrel 1½-litre saloon, low mileage, special head 2 carburetors, Scintilla Vertex ignition, numerous extras.—Lockwood, Half-way Walton 2824. After 6 o'clock 3387. [5594]

7948 1½-litre saloon, black, fawn and green upholstery, 11,500 miles, exceptional condition, one owner; £1,195.—H. A. Saunders, Ltd., 144, Golders Green Road, N.W.11. Speedwell 0011. [5305]

8835—Riley 1½-litre, late 1946, Laystall tuned and fitted Chromard liners, 4 new tyres, latest front suspensions, a radio, full tax year, a quite exceptional specimen.—Derrington 159, London Rd. Kingston 5621-2. [4537]

495 sports 2-seater, black, aluminium wheels, large instruments, preselector, Scintilla, Hartfords, 15-gallon tank, good tyres, excellent condition; terms, exchanges; 1st. open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5606]

H. F. EDWARDS offers 1949 Riley (May) 2½-litre saloon, maroon and chrome, red leather, air conditioning, heater, H.M.V. radio, 8,000 miles only, one private owner, maintained by us since new, absolutely immaculate, thoroughly recommended and offered with written guarantee at £1,450; exchanges, terms.—154, Gt. Titchfield St., W.1. Langham 0012. [5094]

Riley Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969]

R. ROWLAND SMITH's, the Riley buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0983]

U. RECENTLY required, low-mileage post-war 1½- or 2½-litre.

JOHN WILSON AUTOS Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. [3480]

W. WANTED urgently, post-war Riley; terms, exchanges; 1st. open 9-7 week-days and Saturdays.—Cyril Shephard, Reading, Berks. 83147. [5665]

CASH immediately for good Riley.—H. P. Edwards, 28, Upper High St., Epsom 9400. [5110]

CASH buyers of low mileage 1½-litre Rileys; disinterested no object.—Huttons, Lord St., Southampton, Tel. 2268. [0799]

BLAKES, Riley distributors, will purchase any non-Covenanter Riley cars.—110, Bold St., Liverpool. Tel. Royal 6622. [7735]

JACK ROSE, Ltd., require low-mileage Riley cars.—J. Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. [7672]

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0947]

U. RECENTLY required, low mileage 1947 Riley 1½- or 2½-litre saloon.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4642]

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3, Kensington 7301. [0238]

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—R. Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147]

FOR Riley service consult the Riley specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 9461). [0762]

HARTLEY's for Rileys, spares and service.—167/171, H Stanstead Rd., Forest Hill, S.E.23 Forest Hill 2244-5. [0246]

WARD & Co. (PUTNEY), Ltd., coach and mechanical repairs, quick and efficient service.—35, Felsdon Rd., Putney, S.W.15. Put. 5731-2-3. [0892]

REX NEATE, Sharnheurst Lane, Botley, Southampton, specialised Riley service, large stocks of spares, prompt attention.—Enquiries to Botley 132. [2750]

PRESLECTOR gear box service; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0761]

WHEN in the West, consult the Riley specialists: comprehensive stock of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel. 43069. [0254]

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67. [1258]

RILEY CAR SERVICE (LONDON), Ltd., carry the largest stock of Riley spares in the Country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul 5446. [0092]

ROLLS-ROYCE

C. M. CAR MART, Ltd.

ROLLS-ROYCE 25-30hp 1937 4-light saloon by H. J. Mulliner, 41,000 miles; £1,860.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5004]

J. B. JACK MANCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0065]

ROLLS-ROYCE Phantom II or 20-25 limousine required.—D. Ellis to Pickering, 33, Olive Rd., Dulwich, Gipsy 6872. [5351]

ROLLS-ROYCE

H. HOFFMANN'S GARAGE, Ltd.

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ROLLS-ROYCE

WALTER SCOTT, Ltd., offer:—

EXCEPTIONALLY fine selection of 1937-8-9 30hp Rolls-Royce limousines, reasonable prices.—35, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Primrose 5914. [4416]

CLAND & TABOR, Ltd., offer:—

1935 25-30hp Rolls-Royce semi razor edge 4-dr. sports saloon, yellow and black, brown leather superb condition; £1,955.

APPLY North Road Garage, Welwyn, Tel. Welwyn 481. [5231]

LANFIELD LAWRENCE offers:—

ROLLS-ROYCE Replica owner-driver saloon, modern coachwork; £850.—407, High Rd., N.12. Finchley 0091. [9188]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1934 Rolls-Royce sports saloon by Hooper, black with blue leather, excellent condition; £995.—Portsmouth Rd., Thames Ditton, Emmerbrook 5551/2/3. [5479]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.

OFFER the following:—

1935 Rolls-Royce 20-25 4-light saloon by James Young, large boot, delightful motor car; 47, Soane St., S.W.1. Tel. Soane 9288. [4906]

ASCOT MOTORS, Ltd., offer the following:—

1938 30hp Barker owner-driven saloon.

1935 25hp Hooper sports saloon.

1935 series 25hp Park Ward saloon with division.

1933 25hp T. and M. limousine.

1932 25hp T. and M. sports saloon.

1928 20hp Park Ward 4-light saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce cars and 3½-litre Bentleys with all types of coachwork.

ASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [5090]

ROLLS-ROYCE Phantom III saloon.—Box 4672. [4692]

1934 20-25 Rolls-Royce owner-driver, saloon; £1,550.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5216]

1931 delivery Phantom II super sports open 4-seater by Freestone and Webb.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8). [2126]

ROLLS-ROYCE 20hp saloons, choice of 2.—Full details from Duchene, Wimborne, Dorset. Tel. 106. [4772]

1930 20-25hp Rolls-Royce saloon, in quite outstanding condition, new tyres and two spares; £450.

D. ABBOTT, Ltd., Farnham, Surrey. Tel. Farnham 6286. [5138]

ARCHIE SIMONS & Co., Ltd.—1935 Rolls-Royce 7-passenger limousine by Windover, leather throughout.

25-30 Rolls-Royce 4-door owner driver saloon, 43,000 miles, first registered 1937.

1937 Hooper, sweet tall; £1,695.—94, Gt. Portland St., W.1. Lan. 1343. [4913]

1935 2 Rolls 25hp Sedan de Ville, maker's complete overhaul, one owner; £1,550.—Write BCM/NZA, London, W.C.1. [5196]

1934 (Nov.) 20-25 Rolls-Royce 7-seater limousine, perfect condition, new tyres.—Vidler, 45, Crawford St., W.1. Pad. 4915. [1521]

1935 model Phantom II, long chassis only, complete with front and rear wings, all lamps, etc.—reconditioned, guaranteed, 18 months; £660.

1935 Phantom II 7-passenger limousine, privately owned, mileage 35,000, genuine, really first-class condition throughout, almost as new; £1,275.

C. WESTON, 68, Westway St., Crystal Palace, S.E.19. [9119]

1934 20-25 Rolls-Royce drop head fourseater coupe, Thrupp & Maberly 41,000 mls., genuine, immaculate condition everywhere; £1,375.—Crawley, Western 6015. [5190]

OWNER-DRIVER 1936 Barker 25hp also H. J. Mulliner 1935-25hp Barker 25hp, bucket seats, large boot, modern lines, delightful condition, exceptional carriages. Below

WRAITH Owner-driver 1939-30hp semi-mitred edge 4-door Sports Saloon, capacious boot, leather bucket seats, black, 44,000, meticulously maintained. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square, E.941-Mayfair. [5266]

1929 and tip-up seats, perfect mechanical condition; 4 unused spare tyres; £625.—Manning, Bridges Garage, Cirencester. [4676]

1935 Rolls-Royce 40/50 Phantom II, fitted with Barker Sedan de Ville, low mileage; £1,000 or nearest offer.—R. Poole, 24, The Albany, Liverpool 3, Tel. Central 4021. [5041]

25-30 hp Rolls-Royce 4-door cabriolet by Wingham, chassis overhauled by Rolls-Royce, magnificent convertible coachwork finished in black with blue upholstery; £1,850.

OFFERED by Clarke's of Pimbridge, Automobile Engineers. Officially appointed Retailers and Repairers of Rolls-Royce cars.

LIMOUSINES, 1933/1939, 20/25hp and 25/30hp, roomy 7-seaters, small mileages, from 1,000 mls.; exchanges, hire purchase.—Lawton-Goodman, 56, North Ave. St., W.1. Mayfair 3360. [5266]

1935 20-25hp Rolls-Royce 7-seater limousine, immaculate, condition, privately owned; bargain; £1,150.—Morson Garages, 61, Albert Bankment, S.E.11. Reliance 4016. [5041]

£575—1931 Rolls-Royce Phantom sedan de ville, by Thrupp & Maberly, exceptionally handsome car in perfect condition, exchange considered.

C. G. ARNOLD, 8, Alma Rd., Epsom, Surrey. [5536]

CENTRAL GARAGE, Croydon, offer—1934 Rolls-Royce Phantom II fourseater drop head coupe by H. J. Mulliner, black with brown hide, excellent condition; £850.—Central Garage, Tel. Croydon 7464. [1531]

£675—1932 Rolls-Royce Sedan de Ville 7-pass., F.F. division by Barker, immaculate and perfect, exceptionally pretty car.—Great Western Motor Ltd., 8-9, Bishopsgate Rd., W.2 (Paddington Station), Ambassador 1061-2. [3598]

1937 (October) Rolls-Royce Phantom III 4-light limousine by Barker with sunshade roof and large built-in luggage boot, licence surrendered in 1939 and car unused until May, 1949; mileage 21,270, black and brown with beige leather upholstery; a specimen car, indistinguishable from new throughout.

1938 (April) 25-30 Rolls-Royce limousine by Park Ward black, brown leather in front, West of England cloth at rear, 24,000 miles, in immaculate condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4951]

HEARSE'S 1950 Silver Wraith Bearer/Deck, Quality Coachwork, lavishly equipped, also Phantom III and 25/30hp 6-bearing—1950-streamlined Coachwork, exclusive equipment. Immediate delivery—Inspection invited.—Photograph, Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [5270]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE (Limousine Specialists) offer comprehensive unique selection Rolls-Royce (with swept tail) Limousines (exclusive display).
£865—Limousine 1934/25hp Barker. Hooper, partition, 7-forward, black, selected carriages (mechanical guarantee).
£1,000—Limousine 1935/25hp (ride control) Hooper, Barker, partition, bench occasional, black, irreproachable condition. £1,190.

PHANTOM III 1937/1938 Windover. Hooper, (30hp) 7-L forward, partition, black, immaculate, magnificent swept tail, carriage, exceptional value.
PHANTOM II Limousines, 1934/1935 Hooper, Barker, Windover, black, bench occasional, exceptionally nice condition, low mileage.

PHANTOM III Limousines 1938 Barker Deluxe Coachwork, widest occasional, genuine 12,000, swept tail, also Hooper, 26,000, reasonable cost.
W. RAITH 1939 Windover 30hp Double Enclosed Limousine, widest occasional, 30,000, black, meticulously maintained, beautiful carriages. Seen:—

A. L. PE & SAUNDERS always purchase Rolls-Royce. A 17 carriages displayed. Seen:—Providence Court, Grosvenor Square, 2841-Mayfair. (5268)

1929 model 20hp Barker 7-seater, enclosed drive work, £350.—Silo, 4634, 87, Pavilion Rd. S.W.1. (5494)

£1095—limousine by Barker; ride control, in really magnificent condition, part exchange and deferred terms.—British Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. (4264)

£775—Latest series, 1935 Rolls-Royce Phantom sports saloon by H. J. Mulliner, modern lines and very striking appearance, fitted radio, new tyres, new battery and taxed year, exchange considered.—Bristol Repetition, Ltd., Feeder Rd., Bristol, 2. (5558)

ROLLS-ROYCE Silver Wraith, Park Ward sports saloon in fine condition, very with blue upholstery, stored in ideal conditions for two years owing to illness of owner, mileage 1,300 only, detail, from—Bennetts, Nottingham, Ltd., Shakespeare St., Nottingham. (5448)

1931 Continental Phantom II Barker body built sportsman's drop head coupe, many extras, including leather trunk, 8 tyres, total mileage 5,600, perfect throughout, serviced and stored 10 years; any trial given; one owner.—H. Jacques, Esq., Esby Abbey, Richmond. (4867)

365—Rolls-Royce 1929 20hp Park Ward 7-seater limousine, black, winding partition, face forward occasional, good tyres, carefully used, excellent condition; terms: exchanges; list: open 7-week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (5609)

Rolls-Royce Cars wanted

S. G. O. Owners who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2935. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. (5016)

C. M. THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. (0970)

J. MARSHALL WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.
J. MARSHALL 369, St. Albans Rd., Watford. Tel. Garston 2569. (5759)

R. ROWLAND SMITH, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (2724)

A & S Interested purchasers modern 25/30hp Limousines 1935/1940 require modern Phantom II also Phantom III Limousines and Saloons.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair. 2941. (5275)

A & S are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, West St., Crystal Palace, S.E.19. Liv. 3362. (7457)

CENTRAL GARAGE, CROYDON are interested to receive details of Rolls-Royce 20/25 or 25/30 sports saloons, for disposal.—Fell Rd., Croydon. Tel. Cro. 7464. (5624)

RIPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6346. (0115)

THE BASINGSTOKE MOTOR CO., Ltd., wish to purchase late 20hp and early 20/25 and late Phantom II, particularly cars with open coachwork.—By-Pass Rd., Basingstoke. (1239)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. (0815)

CHARLES FOLLETT, Ltd. Officially appointed repairers and buyers of late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores: 12, Wellesley Ave., W.6. Ave. 1413. (8564)

Rolls-Royce "spares and service"
JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS—Lombard Rd., Morden Rd., Merton. S.W.19. Liberty 7222 (8 lines). (0645)

W. M. COOPER, Ltd., Catherine St., St. Albans 4543.

SPARES and service. The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire.
CHARLES FOLLETT, Ltd. Officially appointed retailers and repairers.

SHOWROOMS, 18, Berkeley St. W.1 May. 6266
SPARE Parts.
SERVICE: 12, Wellesley Ave., W.6 Riv. 1413. (8568)

OVERSEAS CARS, Ltd.
1947-8 Rover 12 saloon, grey, 11,000 miles; £1,100.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (4578)

1939 Rover 12 sports saloon in very good condition, one owner; £485.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (4578)

1947-8 Rover 12 sports saloon, unmarked specimen car.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station). Ambassadors 1061-2. (3400)

1946 Rover 12 saloon 6-light, finished black, with brown leather upholstery, 20,000 miles, in beautiful condition throughout; £325.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. 54. (2281)

1938 (June) Rover 12hp saloon, exceptionally fine condition, reconditioned, one owner, spotless reconditioned engine; £550.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. (2680)

1947 Rover 12 sports saloon, first registered Jan. 1948, black with fawn interior, one careful owner, 12,000 miles, taxed; £365.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. (4464)

1938 (July) Rover 12hp sports saloon, completely reconditioned by Rover Motor Co., 5 new tyres; £550.—Tucker, Fairhead, Bracknell, Berkshire, Bracknell 407. Can be seen at Southall, Middlesex, between 10.30 a.m. and 5 p.m. (5372)

1939 Rover 12 saloon, black, blue hide upholstery reconditioned throughout; £525; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles available.—25 East Hill, Clapham Junction, S.W.18, Batt. 5272; open 9-6 each week-day, including Saturday. (5469)

SIMPSON'S MOTORS offer:—
1937 Rover 14, exceptional condition; £450
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists) Wembley 3903. (5053)

JAMES SIMPSON (SALES) offer:—
1937 Rover 14 saloon, very good condition; £425.
JAMES SIMPSON (T.C. MOTORS), Ltd., 244, Brompton Rd., S.W.3. Ken. 3464. (5547)

£550—Rover 14, 1939 sports saloon, original condition, really excellent, 4 new tyres; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066-7. Open Mon. to Sat. 9-6 p.m. (50 yards Holland Park Tube Station). (4780)

1935 Rover 14, £200 overhaul; £225.—Johnstons Service Garage, 1a, Midway Ave., N.1. Canonbury 6666-7-8. (3896)

1939 Rover 14hp sports saloon, black/blue leather, 2,000 since engine reconditioned, one owner, guaranteed; £585.
G. W. WILKIN, Ltd., 1, Weston Park Kingston-on-Thames, Kin. 2241. (4947)

L. F. DOVE offer.—1946 Rover 14 saloon, one owner, black, with blue ashroom condition; £325.—69, Broadway, Wimbledon, S.W.19 Liberty 3456. (5545)

1935 Rover 14 saloon, black, in exceptionally good condition throughout, bargain; £200.
Wemley Court Motors, High Rd., Wembley. Tel. Arnold 5221. (5063)

14hp Rover black saloon for sale, excellent condition (overhauled by Rover Works); can be seen and tried any time by appointment.—Arden, Owmbly Cliff, Lincoln. Tel. Northamby by Spital 22. (5140)

ROVER 14, March 40, black saloon, very carefully used, small mileage, recently passed by makers, £500 or near offer.—Dr. Gordon Coombs, Hopton House, Hopton, near Diss, Norfolk. Tel. Garboldisham 210. (4644)

£585—The finest Rover 1939 14 de luxe saloon we have ever offered, speedometer reads 41,000, interior immaculate, original roof lining unmarked, exterior spotless; this car looks and runs like a 1947 model and is practically indistinguishable; hire purchase, exchanges; 3 months' guarantee.
LAMB, of Wood Green, Caxton Rd., N.22. Bowes Park 4144. (5577)

ROVER 16
TICKFORD, Ltd., offer:—
1947 (July) 16 Rover sports sal., 3,000 miles, black, fawn int.; £1,375.
1947 (July) 16 Rover 4-light sports sal., 7,000 miles, grey, blue leather, as new; £1,295.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (4926)

1938 Rover 16hp saloon de luxe 6-light black/brown leather, one owner, guaranteed; £575.
G. W. WILKIN, Ltd., 1, Weston Park Kingston-on-Thames, Kin. 2241. (4948)

1947 (December) Rover 16hp saloon, immaculate; £1,175; terms, exchanges.—32b, Kensington Church St., W.8. Western 5720. (5185)

1947 Harold R. Hills Garage, 3-5, Ennismore Mews S.W.7, Kensington 4020. (5473)

£395—Rover 16hp saloon, black, sliding head rest, rear boot, finished black, brown leather, in good general condition.—Sloane 5902. (5565)

1938 Rover 16hp saloon, immaculate, makers' condition, under 40,000 miles; offer.
Tel. Streatham 1650 (after 6.30 p.m.). (5316)

ROVER 16 black saloon, May, 1947, 24,000 miles, H.M.V. radio, original owner, excellent condition, maintained by Rover; £1,000.—Tel. Bishopsgate 2572, or after 7 p.m., Finchley 1730. (4753)

1947 Rover 16hp sports saloon, in black with brown leather upholstery, low mileage, immaculate condition.—Seen J. Coxeter & Co., Ltd., Park End St., Oxford. Tel. 2275-6. (5142)

£1195—Rover 16hp sports saloon, black with blue leather upholstery, 15,000 miles, H.M.V. radio, licensed December, almost as new.—96 & 98 Upper Richmond Rd., Putney. Tel. 4581. (9278)

ROVER 20
1938 sports saloon, 20hp, grey, exceptional condition, guaranteed.—J. B. Tansbourne, 30, Wilton Row, S.W.1. Sloane 4665. (5532)

ROVER 40 & 75
TOM GARNER, Ltd., offer:—
1948 Rover 40 Sports saloon, stone with grey leather, 4,000 miles only.
TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2, Blackfriars 9265-6. (4864)

ROVER 60 & 75
PHILIP RICKARDS, Ltd., offer:—

1948 (Oct.) Rover 75 sports saloon, 6,000, one owner.—4, Brick St., Park Lane, London, W.1. Tel. 4772-3 & Co., Ltd. offer:— (5289)

MAN EGERTON & Co., Ltd., offer:—
ROVER 75 6-light, saloon 1948, grey with grey leather upholstery, 14,000 miles, in immaculate condition.
14 Berkeley St., London, W.1. Regent 2073. (5087)

1948 Rover 75 sports saloon, grey and green, best offer over £1,575.—Maddox, 108, Walcot St., Bath. (5338)

7000 miles.—1948 (Dec.) Rover 75 sports saloon.—Ernest Sutton, Cleve Hill 95 (Cheltenham), (Trade enquiries only please.) (5122)

1949 Rover 75, 10,000 miles, unmarked; £1,575.—Harold R. Hills Garage, 3-5, Ennismore Mews S.W.7, Kensington 4020. (5637)

RIPCO, Ltd., offer.—1948 Rover 60 saloon, black, grey leather, one owner, immaculate; £1,395.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2554/4. (5234)

1948 Rover 6-light sal., 11,000 miles, black, red leather, as new; £1,450.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (4925)

1948 (Sept.) Rover 75 grey 6-light saloon, 6,000 miles, as new; £1,495.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1555. (5535)

1948 (Nov.) Rover 75 6-light saloon, black, brown leather, 7,000 mls.; £1,400.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Tel. 1681. (5473)

1948 Rover 60 sports saloon, 24,000 miles, one owner, H.M.V. radio, exceptional condition; £1,520.—Seen J. Coxeter & Co., Ltd., Park End St., Oxford. Tel. 2275-6. (5142)

1949 Rover 75 6-light saloon, black with grey upholstery, one owner, genuine 7,000 miles, as new; £1,450.—Apply Johnston 5, St. Catherine's Rd., Grantham. Tel. 1101. (5373)

1949 12hp Type 60 saloon, black, 11,000 miles, fitted heater and H.M.V. radio, exceptional condition; £1,425.—H. A. Saunders, Ltd., 144, Golder Green Road, N.W.11. Speedwell 0011. (5306)

ROVER 75 black saloon purchased April, 1948; this car has been most carefully run and is in excellent condition, interior spotless; price £1,475.—Apply Chauffeur, 15, Victoria Drive, Wimbledon Common, S.W.19. (4755)

1949 Rover 75, 8,000 miles, as new; £1,475.—Acres Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4 (2 minutes from Clapham North Underground). Tels. Macaulay 5762 and Mai 2873. (4595)

ROVER MISCELLANEOUS

H. ENLIS, Ltd.
ENGLAND'S Largest Rover Distributors.
SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 4444).
ENLIS House, 385, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at:—

MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
Bournemouth (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).
HOUSLOW (Houslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST RD. (Ealing 5477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
H. ENLIS, Ltd., England's Leading Motor Agents. (0029)

BROOKLANDS.
1948 Rover model 75 saloon, grey with grey leather upholstery, speedometer reading 4,000 miles.
1947 Rover 14hp saloon, black, speedometer reading 11,000 miles.
103, New Bond St., W.1. Tel. Mayfair 8351-6. (506C)

DICKS CAR SALES offer.
1937 Rover 12 sports saloon, carefully used; £395. Below.
1936 Rover 12 saloon, just fitted reconditioned engine; £295. Below.
1936 Rover 14 saloon, special speed model, 3 carburetors; £295.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, N.W.6. Vale 688-9. (3423)

WARWICK WRIGHT, Ltd., offer:—
1948 Rover 75 sports saloon, black green leather, 10,000 miles; £1,550.
1948 Rover 75 six-light saloon, black red leather, 7,000 miles; £1,550.
1946 Rover 12hp saloon black, brown leather, 9,000 miles; £56.
WARWICK WRIGHT, Ltd., 150, New Bond St. W.1. Mayfair 9761. (5021)

GORDON CARS (LONDON), Ltd.—1948 Rover 75 sports saloon, grey/green, 6,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—(Jan. 1948) Rover 16 6-light saloon, black, 10,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1947 Rover 16 sports saloon, black/brown leather, exceptional.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. (4570)

£385—1937 Rover 12 de luxe saloon, black, excellent condition inside and out, clean good type.—Below.
£325—1937 Rover 10 de luxe saloon, black brown hide new tyres.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6430. (5649)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

COOMBS & SONS (GUILDFORD), Ltd.
OFFER:—
1947 Rover 12 saloon, black and beige, low mileage, immaculate condition.
1947 Rover 14 sports saloon, blue, really good car. We welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford GU97 8-9. [5697]

BEARTS, of Kingston, Rover specialists sales, spares, repair.—102, London Rd., Kingston, Kingston 3548.
1947 Rover sports saloon, black, with lawn upholstery, fitted H.M.V. radio, one owner, 18,000 miles; indistinguishable from new; £1,025.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney SE22 and 3500. 1179
1947 CAMDEN MOTORS.—Rover 16hp foursome drophead coupe, 1939, with Tickford bodywork, much sought after model, original condition throughout, even to the mats, finished dove grey with blue leather, many extras; £645.—See below.

CAMDEN MOTORS.—Rover 20hp Sportsman's saloon, 1939, very handsome and impressive car finished in spotless black and chrome, blue leather, privately owned since new, just had major reserving in our workshops and in tip-top mechanical order, specially recommended at £465.

CAMDEN MOTORS.—Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 70 fully guaranteed used Rovers in stock, also 300 cars of other makes. Write for our 18-page fully priced post-free catalogue and details of our free delivery service, refund of fares to purchasers, refund of extra petrol tax for 2,000 miles of motoring and other concessions. Easy and confidential hire purchase facilities, tip-top part exchange allowances. Showrooms open till 8 p.m. six days a week, near main line L.M.S. station. Frequent trains from Euston and Watford take only 50 minutes or by road under 4 miles from main A.5 Watling Street.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1936, attractive conditioned coachwork finished in maroon with leather upholstery to match, in neat and tidy condition, engine just reserviced in our workshops by expert staff. £295.

CAMDEN MOTORS.—Rover 10hp special sportsman's coupe, 1938-9, 4-seater model, highly desirable car, handsome appearance and excellent engine, specially recommended. £495.

CAMDEN MOTORS.—Rover 10hp saloon de luxe 1940, similar in appearance to the post-war Rover 10, identical instruments, wheels and bodywork, attractively finished in dove grey with blue leather very smart little motor. £385.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1937, immaculate car, finished dark blue, maintained by late owner regardless of expense, over £50 spent this year on mechanical and chassis maintenance, several special features. Fram oil coil, special Lucas equipment. £375.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, late registration and late type features as post-war model, original condition throughout, services maintained by country Rover agents since new. £595.

CAMDEN MOTORS.—Rover 12hp sportsman's 4-light saloon, 1939, in very immaculate condition with spotless maroon leather, chrome and flawless chrome accessories, interior upholstery spotless, late property of country bank manager, use limited to basic petrol only, superb mechanical order. £650.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1946-7 black with brown leather, unblemished appearance, nominal low mileage, one very fastidious owner since new, most outstanding performance. £895.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1936, C original cellulose, whole condition very superior for the year, typical smooth Rover performance; £295.

CAMDEN MOTORS.—Rover 14hp sportsman's saloon, 1937, very smart modern appearance, large external rear boot, handsome streamlined bodywork, clean leather interior, quite fast, 3 new Dunlops. £345.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1939, late type model, maroon wheels with chromed embellishments, excellent engine, fitted radio and heater; £595.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1946, registered Sept., one owner only since new, negligible mileage, spotless order, finished in black with luxurious leather upholstery; £895.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1937, attractively finished in dove grey with blue leather, especially outstanding mechanically, used recently by one of the directors of this company, who personally recommends. £475.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1939, handsome and impressive car, carefully and very moderately used since new by one owner, beautiful mechanical order, 5 new tyres fitted last month; £615.

CAMDEN MOTORS.—Rover 16hp foursome drop head coupe, 1939, black, blue leather late type model with post-war features, two owners only since new, Tickford bodywork practically without blemish; £665.

CAMDEN MOTORS.—Rover 20hp sportsman's special 4-light saloon, 1938, magnificent specimen, in such condition that it could easily be mistaken for a much later model, immaculate, black finish, magnificent engine, several special features and many extras, brilliant performance. £485.

CAMDEN MOTORS.—Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 70 fully guaranteed used Rovers in stock. Write for our 18-page post free fully priced catalogue and details of our free delivery service, refund of extra petrol tax for 2,000 miles of motoring, refund of fare to purchasers, easy and confidential hire purchase facilities and tip-top part exchange allowances. Showrooms open till 8 p.m. six days a week, near main line L.M.S. station. Frequent trains from Euston and Watford take only 50 minutes or by road just under 4 miles from main A.5 Watling Street. [4968]

Rover Cars Wanted

THE CAR MART, Ltd. wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434 [0971]

ROWLAND SMITH'S the Rover buyers.—Hamstead High St. (Hamstead Tube) Ham. 604 [0985]

POST-WAR Rover required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488 [0859]

Rover Cars Wanted

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444)
GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's leading Motor Agents. [0030]

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6138]

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds 7. Tel. 41014-5. [0321]

ROVER 10 wanted, not earlier than 1937.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [3521]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5243. [0816]

LEBO of Barking purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464]

BLAKES, Rover agents, will purchase any non-Rover car.—110, Bold St., Liverpool 1. [07736]

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 567. [07736]

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Huttons, Lord St., Southampton. Tel. 2240. [0554]

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2304-2. [7596]

DAVID ROSEFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5485. [0554]

CAMDEN MOTORS, Ltd., require to purchase Rover saloons and drop heads of all horse-powers in good clean condition, 1938-40; write, call or tel., stating price required. [04602]

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4602]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5643]

R. P. POWELL & SONS, Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [04043]

DAVID ROSEFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5485. [0554]

H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Acc. 1681. [0268]

S.M. offer:—
1936 Singer 9hp special works model Brooklands racer, over 100mph, a unique opportunity for an enthusiast; can be inspected at STAR MOTORS, Shepherds Hill, Reading. Sonning 2345-6. [5055]

CAR MART, Ltd.
Singer Super 10, 1948, saloon, 1,000 miles; £780.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5065]

PAUL STREET GARAGE, Ltd., offer:—
1948 (August) Singer 12 Super de luxe saloon, 9,000 miles only (spare unused), finished in maroon with red upholstery; a magnificent car; £785. TERMS arranged.

PAUL STREET GARAGE, Ltd., 20, Paul St., London, E.C.2. Tel. Bishopsgate 6781-2-3-4 (nr. Liverpool St. Station or Moorgate Underground). [5191]

1938 Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [5446]

1949 Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4417]

295 gns.—Singer 9, Oct. 1939, sports roadster, black, N.W.1, red leather, new hood, good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Singer 9 1935 Le Mans sports 4-seater, red, year's tax, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5610]

1939 Singer Super 10 de luxe saloon, immaculate condition throughout, one owner; £235; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [5194]

1948 9hp roadster, black red hide upholstery, 8,500 miles, faultless condition; £650.—The Singer Distributors, 140, Golders Green Road, N.W.11. Speedwell 0011. [5308]

10 hp saloon 1947, one owner, low mileage, finished maroon, condition as new; £685.—Recommended by the Singer Distributors, 140, Golders Green Road, N.W.11. Speedwell 0011. [5307]

£285—1939 Singer 9 sports roadster, new tyres, £275 just spent on engine, mech. perfect, excellent appearance, taxed year.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station). Ambassador 1061-2. [5303]

Singer Cars Wanted

THE CAR MART, Ltd. wish to purchase Singer cars.—150, Park Lane, W.1. Grosvenor 3434. [0719]

ROWLAND SMITH'S the Singer buyers.—Hamstead High St. (Hamstead Tube) Ham. 6041. [0986]

Singer Cars Wanted

CASH immediately for good Singer.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5103]

RAYMOND WAY, the hire-purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). [15125]

Singer Spares and Services

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6486. [0754]

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs, and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2. [5103]

Singer spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8, Tel. 22514. [10217]

SPORTS CARS

BLAKES,
THE Northern Sport and
RACING CAR Specialists.

BUY and sell racing and sports cars of all types; specialists in vintage Bentley; write for lists and quotations.
J. BLAKE & Co., Ltd.

110, Bold St., Liverpool.
ROYAL 6622, 'Grams Autocar, Liverpool. [4409]

SCUDDER & WALL offer:—
1932 A.C. 2-seater drophead coupe with dickey, excellent motor, new battery, hydraulic braking system overhauled by us; £110.

PART exchanges welcomed.—35, Marylebone Lane, P. Wigmore St., London, W.1. Weibick 8065. [3673]

B. & G. MOTORS offer:—
£145.—Wolsley Hornet E.W. Special 12hp open coupe, 4-seater, taxed, black with cream

£135.—Lea-Francis 1240 semi-sports 2-seater, txd., really sound vintage car, blue, excellent hood and side screens, good battery, amazingly well preserved.

£58.—Austin 7 special sports 2-seater, taxed, red and blue, 1934 engine and 4-speed gear box, outside exhaust, excellent battery, goes like a very small bomb.

B. & G. MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [5135]

CHARACTER CARS offer:—
VINTAGE and sports cars only in much above average condition which are always worth viewing.

WE have pleasure in announcing that our paintshop, under the personal direction of Mr. H. T. Manger, is now available for expert and economical cellulosing, synthetic finishes, etc.

LAONDA 2-litre tourer.
LEA-FRANCIS immaculate vintage 5-seater tourer, fitted Mercury engine, explosive performance, £10 tax.

RILEY 9hp entirely rebuilt to special order with modern 4-seater sports tourer coachwork, delivered March 1949, £210 tax.

Vauxhall 30/98 4-seater sports tourer, entirely reconditioned.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydon Rd., Wimbledon, S.W.19. Liberty 6285-6. 10 minutes from Wimbledon Underground. Buses pass our door, open week-days 9 until 7. [5633]

ROWLAND SMITH'S for sports cars.
495 gns.—Riley Sprite May 1938, 1½-litre super-sports 2-seater, black, aluminium wheels, leather instruments, pre-selector, Scintilla, Hartfords, 15 gall. tank, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

425 gns.—Riley Ulster Imp 1934 9hp special sports 2-seater, light blue, blue leather, close-ratio manual change, racing carburetors and magneto, outside exhaust, new Dunlops carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Alfa-Romeo, 1932, rebuilt and registered 1938, 1,750cc, type 6.C twin overhead camshaft super-sports 2/3-seater, silver-grey, blue leather, concealed hood, good tyres, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Lancia Lambda, 1930 model, 17hp 4-door sports saloon, black, aluminium wheels, leather upholstery, independent front suspension, good tyres; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5620]

SEE our classified advertisements under M.G. and unclassified.
TOULMIN MOTORS, The Roundabout, Hanworth, Middlex. Tel. Molesey 683. [2458]

RAYMOND WAY, the hire purchase specialists!
RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.
5 % discount for cash customers

CARS and motor cycles wanted in part exchange.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 vds Kilburn Park Station, Bakerloo Line) Maida Vale 6044 (10 lines). [7577]

£150.—Derby Meadows F.W.D. 1½-litre sports 2-seater.
£135.—M.G. 18-80 2-seater and dickey, lovely clean condition (ex doctors car).

£135.—Wolsley Hornet E.W. special 12hp, open 4-seater body, hire purchase and insurance.
ALTON GARAGE, The Alvis People, 17, Brook Mews A North, Craven Rd., Paddington 3952 and 4710. [5496]

£195.—Rolls-Royce Phantom I, tourer.—Lewton Goodman, 135, Crickwood Broadway, W.2. Gladstone 2226. [1767]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

SPEEDSTERS, Ltd.—The finest sporting cars in the country.

SPEEDSTERS, Ltd.—M.G. 2-seater 1936 type P.B., not yet fully run, following overhaul, documents produced, crankshaft ground, new mains and big ends, block bored and sleeved back to standard, new pistons, 2 new S.U. carburetors, new valves, guides and springs, new petrol pump, new clutch plate, front axle overhauled, new king pins and bushes, new battery, transmission and rear axle examined, new tyres, new red upholstery, new hydraulic shockers, recoloured in black and silver, new hood, new side screens, oil pressure over 100lb when really hot, taxed; £325; insurance transferable at quarter rate.

SPEEDSTERS, Ltd.—Alfa, Aston Bentley, Bugatti, Cord, Invicta, Jaguar, Mercedes M.G. Minerva, Vauxhall.

SPEEDSTERS, Ltd.—Offices at Old Straddles, Cross Oak Lane, Salford, nr. Redditch, Surrey. Hours 6.30 to 2.30 minutes from Victoria. [5121]

GRAND Prix Saloon 1.087cc, rebuild 1947, spare gear axle; £295—81, Wickham Rd., S.E.4. [5406]

1949 Motors, Ltd., 121, Barking Rd., E. Ham. Grangeview 4314. [4911]

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1934 Lagonda 4½-litre tourer by Vanden Plas, 1200 cc, 2100 miles, excellent condition throughout. £425; 1934 Alvis Speed 20 saloon by Charlesworth. £225; 1931 Cadillac V.8 drop head coupe, one titled owner. £155; 1934 J.2 M.G. 2-seater, red. £200; 1935 J.2 M.G. 2-seater, black. £197; Renault 1936 drop head foursome. £400; 1936 Talbot 3-litre saloon. £245; 1936 Bugatti Type 46 5-litre coupe. £175; 1936 Lanchester 10 drop head foursome by Mulliner. £250; 1936 Citroën 20hp saloon by Guy Nutter. £150; 1947 Standard 8 saloon. £450; Brooklands Morgan 3-wheeler, 96 mph. £160; 1927 Renault 9hp tourer, amazing condition. £75; 1935 Riley 2-litre, 1937 Riley 2-litre, 5 Riley 9 Monacos from £55; insurance, hire purchase on all cars, regret unable to cope with written enquiries. [5438]

VERITAS 1300ph 2-seater, Alta 125mph. £2500. Frater Nash-B.M.W., Allard and 1949 Frater Nash Le Mans Replica; others. [5438]

THOMSON ROOM MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [5570]

NEW superlative built Ford special, similar to a Dellow, entirely new throughout; £350 or near—12, Drayson Mews, W.8. Western 1285. [5574]

INVICTA 20hp 1927 in remarkable state of preservation, second speed requires attention; £130.—56, Chetwode Rd., Tadworth, Burgh Heath 5556. [5455]

£175 1935, new tyre, taxed December, or exchange open tourer.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [5364]

100 sports 12hp Anzani, coachwork in good condition, new tonneau and 2 new tyres; suitable for enthusiasts or dealers. £476. [5476]

SUNBEAM 3-litre twin ohc, rebuilt, registered 1949. £10 tax, 20mpg, good tyres, hood and tonneau, new wheels, 2-seater close coupled body; £175.—Bradford, Minter Cottage, Bland, Hants. [5343]

BENTLEY 3-litre Blue Label 1923, mechanically excellent, original 4-seater touring body well preserved, requires new hood; £130.—50, Brighton Rd., Bexley, Surrey. [5453]

BUGATTI type 40 12hp Continental 4-seater tourer for sale in specimen condition, rare opportunity for knowledgeable buyer to acquire a very fine car; accept £250, part exchange considered.—Peter Weaver, 12, Burton Rd., Melton Mowbray, Tel. 533. [4760]

1949 trials special, Vauxhall 10 power unit, Laystall liners, B.H.B. pistons, Laystall balanced flywheel and clutch, Scintilla Vertex magneto, alloy body, trials winner and numerous awards.—Apply D. F. H. Cotton, Bramley Grange Garage, Bramley, Surrey. Tel. 533. [4760]

2-litre H.K. Salmons drop head coupe, makers' reconditioned engine just fitted, new hood, resprayed cream and green, absolutely first-class condition, one owner only; full particulars to genuine enquirer; £650.—Brett Weaver, West Runton, Norfolk. Tel. 5326. [5326]

210 gns.—Sports 2-seater, outside exhausts, special body, 1935 2½-litre saloon, 1935 2½-litre saloon, condition. Note: fog lamp, twin Lucas Alto horns, large counter and speedo, reconditioned throughout, September, 1949; would exchange medium saloon; seen after 7 p.m. or weeknight.—Hudson, 132a, Cambridge St., Victoria, S.W.1. [5368]

H.R.G.-MERCURY Special, Colmore Trophy winner, new Mercury engine, gear box modified H.R.G. chassis, 1000hp, 16 c.w.t., £10 tax January, 1950, speedo, springs, shockers, transmission, radiator, all new aluminium body, wings, lightweight seats, spares, wings, shockers, 5.1 ratio, carburetors, wheels, tyres; £650.—Francis, 514, Colehill Rd., Castle Bromwich, Cos. 2217. [5348]

ALFA-ROMEO 17-95 2-3-seater drop head, Darraco (French) 4-litre streamlined saloon by Pignoli & Falaschi (Paris), 1939 model, as new; Aston Martin Le Mans short chassis; Bugatti Type 51 Grand Prix; Bugatti Type 57 Grand Prix; Bugatti Type 43A supercharged roadster; Hotchkiss Paris-Nice 1936 sports saloon; Hotchkiss Paris-Nice 1937 2-4 fixed head coupe; Lagonda Rapide, tailback, 4-door, outside exhausts, September, 1937; Mercedes 540K 1939 model 2-3-seater drop head coupe, ivory; Lancia Aprilia, Farina foursome drop head, first run, 1949; immaculate Delahay 15 M. May, 1939, close coupled pillarless saloon, approx. 115 m.p.h. [5348]

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Faxman 0052. [5630]

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hamstead High St. (Hamstead Tube). Ham. 608. [0987]

WANTED, small 8 to 12hp sports or trials car, any age, fast, cheap, immediate cash.—Box 451, 4009

PERFORMANCE cars, sports cars and nothing else.—Daleham Mews, N.W.3. Hamstead 8707. [5439]

M.G. T type, Singer Le Mans, Riley Lincolec or similar fixed or drop head coupe.—Please send full particulars and price to B. E. Beece, 35, Hardman St., Liverpool. Royal 6622. [5147]

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers (tuners and modifiers) of all makes, including the following: Barnes, S.W.13. Riverside 6496. [0753]

S.S. 20hp open tourer 1935, engine recently reconditioned, built for Monte Carlo Rally; £350.—Box 4699.

S.S. 90 Sports 2-seater with Ford V.8 engine, overdrive 2 rear tyres, good condition.—McLaughlin, Grand Parade House, Plymouth 6036. [4797]

S.S. Cars Wanted

CASH immediately for good S.S.—H. F. Edwards, 28, Upper High St., Epsom 8400. [5111]

ROWLAND SMITH'S, the S.S. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0988]

STANDARD 8

1947 Standard 8, low mileage, very good condition; £400.—Upper High St., Epsom 8400. [5111]

BARNES GARAGES, 215, Finchley Rd., London, N.W.3. Hamstead 321. Mal. 1627. [4532]

1946 Standard 8, 1000 cc, very nice condition throughout; £350.—Ham. 6041. [0988]

BRIDGE MOTORS, Church St., Rickmansworth, Tel. Rickmansworth 2362. [4462]

1939 Standard 8 saloon, grey, good condition; £265. Tel. Sloane 1025, business hours. [5392]

1946 Standard 8hp saloon; £420.—Vandervell (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1491]

1948 Standard 8 grey drop head coupe, small mileage, one owner; h.p. terms arranged.—K. Henry, Ltd., 85, Great Portland St., W.1. Langham 3635 and 3954. [5431]

1947 Standard 8 saloon, black/brown leather, 15,000 miles, excellent condition; £525.—L. F. Dove, Retail-Surrey Car Centre, Guildford Rd., Woking, Tel. 1282. [4826]

WALTER SCOTT, Ltd.—1948 Standard 8 tourer, black, 13,000 miles, as new; £450.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). "Primrose 5914. [9788]

1947 (June) Standard 8 tourer, black, mileage 18,000, absolutely new condition throughout, any trial; h.p. if desired; £450.—Minchin, 25, Park Lane, Tilehurst, Reading. [5337]

1947 miles, genuine, perfect condition throughout, bargain; £425; part exchange and terms.—Economy Car Service, Rickmansworth, Tel. 3396. [4775]

1947 Standard 8, 1000 cc, Dec. 1946, tourer, grey, leather, moderate mileage, excellent condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [5611]

STANDARD 9

1936 Singer 9 saloon; £140.—"Lyndhurst" Hillside, Banstead, Surrey. Burgh Heath 5296. [5438]

STANDARD 10

1938 Standard 10 4-door saloon, in black, first-class order; £325. [4839]

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Wxlow 1071-5. [4839]

STANDARD 10hp de luxe saloon, 1936/7 model, grey, taxed, year, good condition; £275.—Welham's, Surbiton Hill, Epsom, Surrey. [5375]

1937 Standard 10 saloon, grey, in very good condition throughout; £260.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1203]

STANDARD 10, 1935 type, overhauled engine, clutch, starter, dynamo, water pump; £195.—Forest Hill Motor Co., 20, Brockley Park, S.E.23. Forest Hill 6814. [5438]

STANDARD 12

ROUNDABOUT offer:—

1947 Standard 12 saloon, blue, very nice order; £695. [4839]

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Wxlow 1071-5. [4840]

BROWNS for Standard. [4840]

1946 Standard 12hp saloon de luxe, immaculate condition; £575.—Brown's Garage, Loughton (Essex) 1919. (Tube). [4158]

LAYTONS OF OXFORD offer:—

£450—1939 Standard 12hp saloon de luxe, black 1935 green leather upholstery; this car is in excellent condition throughout; terms can be arranged if required over 24 months. [4822]

LAYTONS, New Rd., Oxford. Tel. 3381. [4822]

GUY SALMON AUTOMOBILES offer:—

1946 Standard 12 drop head coupe, immaculate condition; £625.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [4582]

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1939 Standard 12 de luxe saloon, l.f.s., black with brown hide upholstery, reconditioned throughout showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [5363]

FOR sale, Standard saloon car 1937 12hp, new engine. [5405]

1946 Standard 12, completely overhauled, excellent condition, licenced December, one owner; £620.—Box 4692. [5436]

239 gns.—1938 Standard 12 de luxe saloon, good condition, as new; 1937 ditto, 210gns.—Autonip 5. Balham High Rd., Balham 1509. [5165]

£335—Standard Flying 12, 1938-9, 4-door de luxe 12 saloon, leather interior, original condition, excellent, good tyres, very attractive; many others. [5165]

BENMOTORS, 1, Clarendon Rd., Holland Park, W.8. 5066-7. Open Mon. to Sat. 9-6 p.m. (50 yards Holland Park Tube Station). [4783]

1939 Standard 12 saloon, grey, rebored, 4 new tyres; first offer over £350 secured.—Smith, Hillcrest Motors, Peppard, Oxon. Tel. Kidmore 3122. [5165]

1948 Standard 12hp d.h. coupe, red hide upholstery, low mileage and exceptional condition; £515.—By H. A. Saunders, Ltd., 144, Golders Green Road, N.W.11. Speedwell 0911. [5309]

£635—Very outstanding bargain, 1947 model Standard 12hp saloon de luxe, in excellent condition throughout, nominal mileage only, original tyres in first-class order, unspeakable at the price. [5165]

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Easy and confidential hire purchase. Part-exchanges. Free delivery service. [4967]

1946 saloon, black, brown leather, excellent order throughout, nominal mileage, one owner from new; £565; terms, exchange.—Tel. Amherst 2000. Fanfare Motors, 59-115, Clarence Rd., London, E.5. [5666]

STANDARD 14

R. F. FUOGLE, Ltd., offer:—

1948 14 Standard de luxe saloon, one owner, 8,000 miles black with blue leather upholstery; £525. [5418]

R. F. FUOGLE, Ltd., Bushey Heath, Herts. Tel. 1585. [14932]

STANDARD 14 1948 low mileage, black, fitted radio, as new; £795. [4572]

THE PANTILES SERVICE GARAGE, Portsmouth Rd., Burgham, Nr Guildford, Surrey. Guildford 5326. [14909]

1948 Standard 14hp saloon de luxe, grey/blue leather, guaranteed; £810. [14932]

G. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [3492]

GORDON CARS (LONDON), Ltd.—1948 Standard 14 saloon, black/green, excellent.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5183]

STANDARD 14 saloon, l.h.d., first reg. Dec. 1946, black red leather, heater, de-mister, 15,000 miles; £575.—Cranleigh Motors, Cranleigh 523. [15662]

£765—Standard 1946 14hp de luxe saloon, black with red leather, one owner low mileage, as new.—K. J. Motors, Bromley, Kent Ravensbourne 3456, 7 & 9. [14547]

1948 Standard 14hp saloon, black, grey leather throughout, one owner, mileage 17,000, supplied and serviced by us since new; £765; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [15073]

STANDARD 16

1935 Standard Avon special 16 sports saloon, gunmetal, excellent condition genuine as 1948; any trial; really worth inspection; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5635]

STANDARD VANGUARD

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [5650]

STANDARD Vanguard saloon, colour bronze, broken leather, complete with radio, first registered March 1949, mileage 9,900; £365. [5650]

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [5650]

PHILIP RICKARDS, Ltd., offer:—

1949 Standard Vanguard, grey, 9,900, radio, heater, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [15298]

WARWICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, steel grey, grey leather, 7,000 miles; £1,025. [5022]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5022]

1949 (May) Vanguard, radio, heater, beautiful condition; £925.—Hyslop, Kensington 3701. [5022]

1949 Standard Vanguard saloon, colour bronze, 7,000, as new throughout; £935; trade enquiries welcomed. [5022]

H. W. I. MAYFAIR, 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [3613]

1949 Standard Vanguard saloon, green, fitted leather upholstery and radio, mileage 10,000. One title owner; £915. [5022]

C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Frenantle 8401. [3701]

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningsham Lane, Bradford, Tel. 2827-8. [0214]

1949 Vanguard, 7,000 miles, grey, red leather, H.M.V. radio, heater; £975.—E. F. 8. Motors, Ltd., Kingston By-Post. Esher Esherbrook 3000. [5492]

£925—Vanguard de luxe saloon champagne, rust free, leather upholstery, radio and heater, one owner, 10,000 miles, indistinguishable from new.—K. J. Motors, Bromley, Kent Ravensbourne 3456, 7 & 9. [15458]

STANDARD MISCELLANEOUS

CAR MART, Ltd.

STANDARD 12, 1947, saloon, radio, 11,000 miles; £800. [5006]

STANDARD Vanguard, 1949, saloon, radio and heater, 10,000 miles, 6 months' guarantee. [5006]

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5006]

1947 Standard 14 drop head foursome coupe, black, red leather; £745; also [5006]

1949 Standard Vanguard saloon, grey, grey leather, radio and heater; £1,025. [5006]

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5217]

GORDON CARS (LONDON), Ltd.—1949 Vanguard saloon, champagne, 10,000 miles, radio, heater.—Below. [5183]

GORDON CARS (LONDON), Ltd.—1949 Vanguard 12 van, 12,000 miles, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5183]

CARRS AUTO SALES, Ltd., Croydton-Purley area C distributors, always have low-mileage Standard and other cars available.—Crodon 6096. [10029]

TANKARD & SMITH, Ltd., offer 1938 Standard 14 saloon, in black with brown leather, very much above average condition, any trial; £575; 3 months' guarantee; also 200 guaranteed used cars of all makes.—Below. [5165]

TANKARD & SMITH, Ltd., offer 1939 Standard Super 12 saloon, in polychromatic grey with red leather, one owner since new, very nice condition; £445; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Below. [5165]

TANKARD & SMITH, Ltd., offer 1939 Standard Super 12 saloon, in metallic grey with beige leather, fitted replacement engine and many other extensive repairs (due for inspection), immaculate condition; £455; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Below. [5165]

TANKARD & SMITH, Ltd., offer 1946 Standard 14 saloon, in black with blue leather, moderate mileage, first-class condition throughout; months' written guarantee; also 200 guaranteed used cars of all makes.—Below. [5165]

TANKARD & SMITH, Ltd., offer 1948 Standard 12 saloon, in grey with blue leather, genuine 12,000 miles only, beautiful condition; £765; 3 months' written guarantee; also 200 guaranteed used cars of all makes. [5165]

TANKARD & SMITH, Ltd. 193 Kings Rd., S.W.3. Tel. Faxman 4301-2-3. [14332]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3, Tel. Fins. 4601-3.

Standard Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Standard Cars.—150, Park Lane, W.1. Grosvenor 3454. [0973]

R S ROWLAND SMITH'S, the Standard buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0973]

CASH immediately for good Standard.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5112]

WANTED, Standard Vanguard, low mileage; no dealers.—Robinson, 2, Regent St., Cambridge. [0501]

POST-WAR Standard required, cash payment.—Morley, 54, Streatham Hill, S.W.2.ulse Hill 4668. [0859]

MARETON MOTOR CO., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181]

TIMMS MOTORS, Collette Rd., Putney, S.W.15.—Cash buyers of Standard cars, all models.—Putney 6667. [12709]

WANTED, 1939 Standard 8 tourer, good condition; reasonable price.—Lynton, Taylor's Hill, Godstone. Tel. Godstone 382. [4765]

JACK OLLING, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242. [0870]

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Huttons, Lord St., Southampton. 2268. [0801]

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Glia. 2480. [0431]

Standard Spares and Service

S & T SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London District, Junction Boundary Road and Abbey Road, St John's Wood, N.W.8. Malda Vale 9114 (10 lines). [0166]

GENUINE post-war Standard spares for sale.

PARAMOUNT MOTORS, 114, Tottenham Court Rd., W.1. Euston 7503 and 3526. [5171]

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 294359. [0488]

STANDARD and Triumph spares, sales and service.—R. J. Martin, Standard House, Highgate Village, N.6. Mountview 3415. [0408]

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelroas Garage, High-bury Gardens, N.5. Canonbury 6190. [0294]

STANDARD spares for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3522). [0359]

SPARE parts by return of post; quote common number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5488. [0475]

BROCKHURST GARAGE—Harrow agents for Standard and Triumph; sales service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsby 561. [0255]

LANKASTER ENG. CO., Ltd. (distributors in Surrey since 1911); full range of spares; phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286]

STANDARD spares, large stocks.—Post your enquiries to Northern Motor Co., Northdown Rd., Margate, 27 (since 1911); the Standard specialists for over call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286]

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367]

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 5908-9. [0002]

STEYR 9hp streamline lorry 1938 (Dec.). 29,000 miles, l.h.d., excellent condition, 35mpg, one shot lubrication, i.s. front and rear; £250.—23, Allandale Rd., Enfield. [5376]

STUDEBAKER

CHARLES RICKARDS, Ltd., the house of standing and repute.

1937 Studebaker President saloon, black, fitted over-drive, magnificent condition throughout. £475.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [4850]

1947 (Sept.) Studebaker Champion saloon 22hp, maroon, left-hand drive, genuine 10,000 miles, most attractive car; £1,350.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [4512]

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3903. [18007]

Sunbeam Spares and Service

BROWN wheels and pinions for all Sunbeam models. C state ratio.—Barlow & Chidlaw, Ltd., Fendley, Manchester. [2115]

SUNBEAM-TALBOT

H. A. SAUNDERS, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon de luxe, radio, 5,000 miles; £1,245.

H. A. SAUNDERS, Ltd., Austin House, High Rd., 50 North Finchley, (100 yds north of Tally Ho Corner), Hillside 0224. [5249]

SUNBEAM-TALBOT

R. F. FUGGLE, Ltd., offer:—

1948 (Nov. 1947) 2-litre Sunbeam-Talbot saloon, one owner, 8,000 miles, black with beige upholstery; £995.

1947 2-litre Sunbeam-Talbot tourer, genuine mileage 983, in every way equal to new; £995.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4930]

CLAND & TABOR, Ltd., offer:—

1948 Sunbeam-Talbot 10 4-dr. saloon, 16,000 miles, wireless grey, immaculate; £575.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [5228]

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, 5,000 miles; £1,350.

1949 Sunbeam-Talbot 90 left-hand drive saloon, grey, 7,000 miles; £1,139.

1949 Sunbeam-Talbot 80 saloon, satin bronze, red leather, 6,000 miles; £1,250.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5023]

1939 Sunbeam-Talbot 3-litre saloon, excellent condition, fitted Rotoflo shock absorbers; £425.

Below

1947 Sunbeam-Talbot 2-litre, silver grey, very carefully maintained; £765.

THE ARMSTRONG MOTOR CO. (WESTMINSTER), Ltd., 215-219 The Broadway, Wimbeldon, and Wiltom Mews, S.W.1. Liberty 4390. [5640]

GORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot 10hp saloon, granite/grey cloth, excellent.—Belvedere 3202/2. [4057]

GORDON CARS (LONDON), Ltd.—1946 Sunbeam-Talbot 10hp tourer, black, 12,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [4571]

SUNBEAM-TALBOT saloon June 1947, small mileage, on half tax, one owner.—Brook Garage, Chatham 3201/2. [4057]

1947 Sunbeam-Talbot 10 red sports tourer, one careful owner; £720.—50, Riverbank, Laleham Rd., Staines. [4869]

1940 Sunbeam-Talbot 10 drop head coupe radio, immaculate condition; £475.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [4152]

1939 Sunbeam-Talbot silver grey saloon, recently overhauled, rebore, new pistons, carburettor, shock absorbers; 500gns.—Hillside 1574. [5346]

1949 Sunbeam-Talbot 90, fitted Radiomobile, 8,000 miles, condition as new; £1,300 or near offer.—Hunt, Preston House, Lingfield, Knarborough, 4764. [4764]

1949 Sunbeam-Talbot 80 Streamstyle saloon, exceptionally attractive car, black/brown, low mileage.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [4936]

1939 Sunbeam-Talbot 10 tourer, blue, in very good condition throughout; any trial; £655.—Wembley Car Motors High Rd., Wembley, Arnold 5221-2. [5635]

1940 Sunbeam-Talbot 10hp bronze tourer, leather upholstery, immaculate condition, mileage about 13,000, offered; less than £800 not considered.—Apply Box 4671. [4878]

1939 Sunbeam-Talbot 3-litre sp.rts saloon, 2,000 miles since rebore, excellent condition, gunmetal finish; £550.—John Horton, Manor, Winterbourne Bassett, Swindon. [4800]

ROSE & YOUNG, Ltd., offer 1948 Sunbeam-Talbot 2-litre saloon, finished in metallic grey; £755.—45, St. John's Rd., Streatham Hill, S.W.2 (1 minute Streatham Hill Station).ulse Hill 6464. [4413]

1948 Sunbeam-Talbot 10 touring car, one owner, gunmetal finish, mileage 19,000, immaculate condition; £795 or near offer.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [5971]

SUNBEAM-TALBOT Model 80 4-door sports saloon, in gunmetal finish, 1947, 12,000 miles, radio, heater, almost spotless; £1,075.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5156]

CAMDEN MOTORS—Sunbeam-Talbot 10hp drophead coupe, 1939, very attractively finished in maroon with leather upholstery to match and dark grey mohair top, splendid performance, steering just overhauled, brass reconditioned, unrepeatable opportunity at the price; £445.

CAMDEN MOTORS—Sunbeam-Talbot 10hp 4-seater Sportsman's Roadster, 1939, a very attractive model finished in original metallic grey cellulose with red leather, very lively engine, with quite exceptional acceleration coupled with the utmost economy, outstanding opportunity; £445.

CAMDEN MOTORS—Sunbeam-Talbot 10hp Sportsman's saloon, 1939, in very exceptional mechanical order, new engine fitted very recently, nominal mileage only since clean up, new pistons, new valves, new with brown leather, nearly new tyres; £495.—See below.

CAMDEN MOTORS—Sunbeam-Talbot 2-litre 14hp fourseater drophead coupe, very scarce and highly desirable model and one of the very few produced during 1940; finished in metallic grey, grey leather, magnificent performance and an exceptional motorcar in every sense, several special features, any extras; £545.—See below.

CAMDEN MOTORS—Sunbeam-Talbot Ninety, one of our most magnificent examples from our entire stock of 400 cars, the famous 2-litre 14hp model of exclusive design and superb streamlined appearance with Opticure panoramic windscreen, latest type three-spoke Ivorine steering wheel with unobstructed top portion to assist instrument reading, built-in push-button radio and host of super refinements, immaculately finished in metallic grey with unmarked grey hide interior, in metallic grey and practically unused since new, this car must represent the very finest value offered to-day in a Sunbeam-Talbot 90 at £1,095.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for our 18-page fully priced post-free catalogue of 400 fully guaranteed cars and details of our free delivery service, refund of fares to purchasers, refund of extra petrol tax for 2,000 miles of motoring and other concessions. Easy and confidential hire purchase facilities, tip-top part-exchange allowances. Showrooms open till 8 p.m. six days a week, near main line L.M.S. station, frequent trains from Euston and Watford, take only 50 minutes, or by road just under 4 miles from main A5 Watling Street. [4965]

SUNBEAM-TALBOT

CAMDEN MOTORS—Sunbeam-Talbot 2-litre 14hp fourseater drop head coupe, 1940, one of the very few produced as a forerunner of the 1947 2-litre model, finished in metallic grey; this drop head puts up a most exhilarating performance for a 14hp car, and is one of the most attractively priced cars in our showrooms; £495.

CAMDEN MOTORS—Sunbeam-Talbot 2-litre 14hp sportsman's saloon, 1948, immaculate low mileage model, one owner, superb condition throughout; £525.

CAMDEN MOTORS—Sunbeam-Talbot 10hp saloon de luxe, 1938-9, very smart car, with original finish, expertly maintained, a delightful car to drive, economical but lively performance; £395.

CAMDEN MOTORS—Sunbeam-Talbot 10hp 4-seater Sportsman's roadster, 1939, very smart dark green finish, fast with excellent acceleration, almost new hood, host of extras; £465.

CAMDEN MOTORS—Sunbeam-Talbot 10hp sportsman's saloon, 1939, just recellulosed in poly-chromatic bronze, natural hide upholstery, chrome work in flawless condition and the whole appearance very attractive; £525.

CAMDEN MOTORS, Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Write for our 18-page post-free fully priced catalogue and details of our free delivery service, refund of extra petrol tax for 2,000 miles of motoring, refund of fares to purchasers, easy and confidential hire purchase facilities, and tip-top exchange allowances. Showrooms open till 8 p.m. six days a week. Near main line L.M.S. station. Frequent trains from Euston and Watford take only 50 mins. or by road just under 4 miles from main A5 Watling Street. [4965]

Sunbeam-Talbot Cars Wanted

R ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 3333).

CANTERBURY—(Canterbury 3232).

ROCHESTER—(Chatham 2251).

WROTHAM—(Borough Green 4).

R ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0111]

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0990]

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. [0602]

CHARLES RICKARDS, Limited, wish to purchase good pre-war Sunbeam-Talbot cars.—56, Bayswater Road, W.2. Paddington 1820. [4855]

NOTICE of Notice of Withdrawal, currently require all recent models, Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 44556. [0463]

CAMDEN MOTORS require to purchase Sunbeam-Talbot saloons and drop heads of all horse-powers, in good clean condition, 1938-40 and post-war; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4463]

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 189-194, Newhall St., Birmingham, and Lower Temple St., Birmingham 4. [0066]

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—78-89, Pentonville Rd., N.1. Telephone 1001-7. [0365]

ARMSTRONG MOTOR CO. (WESTMINSTER), 215-219 The Broadway, Wimbeldon and Wiltom Mews, S.W.1. Liberty 4390. [6674]

CROYDON'S Sunbeam-Talbot spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0519]

Swift Cars Wanted

SWIFT wanted, mechanically sound.—Write Ellis, 1, Rectory Terrace, Newcastle-upon-Tyne, 3. [4879]

TALBOT

R. F. FUGGLE, Ltd., offer:—

1936 105 Talbot Speed sports saloon, in supremely excellent condition; £695.

1935 Long 75 Talbot 6-light saloon, equal to the best above; £395.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4931]

1935 Talbot 75 Airline saloon, blue with blue leather, beautiful condition; £240.—Wareing, Railway Tavern, Hamworthy, Dorset. [4761]

1934 Talbot 105 black saloon, taxed, insured, good condition, smart appearance; nearest £175.—Stops, 136, Pavilion Rd., S.W.1. St. 2782. [5383]

1935 Talbot 18hp drop head coupe by Carlton; un- usually good condition, recellulosed, new tyres; £200; probably the best cheap car available to-day.—Welbeck 3991. [5543]

1938 3-litre Talbot 4-door saloon, in gunmetal grey, good appearance, manual gear box, any trial; £445.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5157]

1935 Talbot 18hp de luxe saloon, in very exceptional condition throughout; £295; car may be seen and tested at—G. P. Morley, Ltd., 54, Streatham Hill, S.W.12.ulse Hill 4488. [4448]

1937 75 saloon de luxe, grey, green leather, 46,000 miles, one owner, exceptional throughout; £420.—Vandervells (Buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [3707]

325 coupe, black, blue leather, wheel discs, excellent condition; terms, exchanges; list; open 7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [5612]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TALBOT

TALBOT 105 special tourer, 1937 model, taxed year. £200 mechanical overhaul just completed; favourable price to purchaser offering pre-war Ford 8 or 10 in part exchange.—Letters, W. Morris, Little Chimney, Woodhouse Lane, Holmby St. Mary, Surrey. (4759)

TANKARD & SMITH, Ltd., offer 1938 Talbot 3-litre saloon, in metallic grey with leather to match, very beautiful car with superb performance; £475; 3 months written guarantee; also £40 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Flaxman 4801-2-3.

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide, 33,000 miles only, synchromesh, Andover telecontrols, and many other extras, looks and runs as new; £585.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Priamrose 5914.

TALBOT 90 1934 17.9hp special sports coupe, in dark blue and black coachbuilt by Harrington Bros., genuinely only 41,000 since new, in first-class condition throughout; sacrifice at £275 or offer for quick sale.—Owner, Briar Bank, Outwood, nr. Redhill, Surrey. Tel. Smallfield 27.

TALBOT model 110 6-cyl 3½-litre 4-5-seater touring car, first licenced 1939 and scarcely used until 1945, aluminium body and wings, leather upholstery, new hood, tonneau cover, engine and body in first class condition; detailed description and full specification on request; this car is a fine example of high standard pre-war engineering.—15, Rotton Park Rd., Edgubaston, Birmingham, 16. (5355)

Talbot Cars Wanted

CASH immediately for good Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. (5113)

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0991)

TRIUMPH

BROOKLANDS.

1949 Triumph model 2000 Roadster; choice of three. New Bond St., W.1. Tel. Mayfair 8351-6. (5062)

CAR MART, Ltd.

TRIUMPH 1800 1948 Roadster, 14,000 miles. £940.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (5007)

NEWNHAMS, Ltd.

1938 Triumph 1460 Dolomite drop head coupe, black with bronze, £235.—Hammersmith Rd., London, W.6. Riverside 4646. (1585)

BROWNS for Triumph

1939 Triumph 16hp Roadster drop head, excellent condition; £475.—Brown's Garage, Loughton (Essex) 4119 (Tube). (5047)

DICKS CAR SALES offer:—

1939 Triumph Dolomite drop head tourer coupe, late enthusiast's car; £475.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, N.2. Blackfriars 9265-6. (4485)

TOM GARNER, Ltd., offer:—

1949 Triumph 1800 Razor Edge saloon, black with beige leather, 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. (4485)

PHILIP RICKARDS, Ltd., offer:—

1949 Triumph 2000 saloon, black/beige, 5,000 miles, perfect. 8, Brick St., Park Lane, London, W.1. Gros. 4772-3. (5293)

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2,000 R.E. saloon, gunmetal grey, grey leather, 8,000 miles; £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9151. (5034)

McKINNON'S MOTORS, Ltd., offer:—

1949 (April) Triumph 2000 razor edge saloon, black with beige leather, 8,000 miles only taxed full rate Dec.; £1,250.

1949 (March) Triumph 1800 razor edge saloon, 14hp, grey, grey leather, 7,000 miles only, taxed full rate Dec.; £1,250.

1949 (May) Triumph 2000 Roadster, 18hp, metallic grey, grey leather, Radiomobile push-button set, taxed Dec., one owner, 5,250 miles only, absolute immaculate unblemished condition, a definite specimen, really superb; £1,050.

CONFIDENTIAL extended terms: 6 months' guarantee.

McKINNON'S, Langham House, 3, Stafford Rd., Wokingham, near Croydon, Surrey. Established 1906. Tel. Wokingham 3404. (4777)

W. ANSTEAD MOTORS, Ltd., offer:—

1949 Triumph Roadster, green, 2,000cc engine, 5,000 miles; £1,050.

W. ANSTEAD MOTORS, Ltd., Cambridge Park, E.11, Wanstead 1000. (4977)

S. G. SMITH (MOTORS), Ltd., offer:—

1949 (May) Triumph 2000 razor-edge saloon, nominal mileage, unmarked condition; £1,075.

S. G. SMITH (MOTORS), Ltd., 15-19, East Dulwich Rd., London, S.E.22. New Cross 4444. (2679)

GUY SALMON AUTOMOBILES offer:—

1949 Triumph 1800 saloon, 10,000 miles, grey, with grey leather, immaculate; £1,095.

1948 Triumph Roadster, nominal mileage, excellent condition; £875.—Portsmouth Rd., Thame, Oxon, Embury 5251-2-3. (4359)

MEBES & MEBES, Ltd. (Est. 1893) offer:

1947 (Nov.) Triumph Roadster coupe, grey with black leather upholstery, coachwork, mechanical condition and tyres excellent, nominal mileage, one owner, practically a new car; £895.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (4915)

J. SHEPHERD & Co. (Sales) Ltd., offer:—

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £595.—D. J. Shephers & Co. (Hampstead) Ltd., 336 Hertford Rd., Enfield, Howard 1631.

1935 Gloria 10.8 saloon, excellent condition, new tyres, economical.—Wusgett, Silverthorn 1428. (1567)

TRIUMPH

1949 Triumph Roadster, black, red leather, 6,000 miles; £1,050.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (1518)

1948 Triumph 1800 Roadster, black with tan upholstery, genuine 8,000 miles, as new; £895.

JOHN CAMPBELL MOTORS 415 Holloway Rd., N.7. North 4441. (16483)

1939 14hp Dolomite Roadster, blue; £450.—Peters, 52, Ellison Rd., S.W.16. Temple Bar 3187, 9.30-5. (5685)

1948 Triumph Roadster, 8,000 miles, perfect; £875.—Scott Cars, 547, Finchley Rd., N.W.3. Ham. 7779 and 5986. (4923)

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster, rust, 11,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 5617. (4675)

CASS'S MOTOR MART, 1948 Triumph saloon, 4,000 miles, grey, radio, immaculate, written guarantee.—5, Warren St., W.1. Euston 3523. (4527)

1949 Triumph 2000 saloon, black, beige leather, immaculate condition, 5,000 miles only.—Wilson, Park Hall, Kidderminster. (4675)

1947 Triumph 1800 Roadster, 17,000 miles only, immaculate black cellulose, beautifully maintained, blue leather upholstery; £795.

CARR BROS. GARAGES, Ltd., Purley, Uplands 4812-2-3. (5129)

1949 Triumph Roadster 2000 model, 5,700 miles, as new; £1,035.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. (8801)

£395—Triumph Gloria Vitesse 16, 1936, sports tourer, host of extras, original bodywork, really excellent, particularly attractive car; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066-7. Open Mon. to Sat. 9-6 p.m. (50 yards Holland Park Tube Station).

TRIUMPH 1800 saloon, November, 1946, 26mpg, one owner, offers over £200, Masterdial optional £24 extra.—Simpson Coppice, Easington, Tel. Godalming 14. (4750)

1946 Triumph razor-edge saloon, registered 1949, £10 tax; £790, colour black.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (5483)

1948 Triumph 1800 Roadster, black, excellent condition; £855.—Montrose Motors (N. H. Rowell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Bus. 1171-2. (2081)

1949 Triumph 2000 Roadster, black, fitted radio, fog lamps, etc., small mileage, taxed Dec., whole car perfect and as new; £1,050.—Brooks' Garage, Martock, Som. (4821)

1939 Triumph Dolomite 14hp, black and chrome guaranteed condition; h.p. terms arranged.—K. Henry, Ltd., 65-65, Great Portland St., W.1. Langham 3635 and 5985. (5405)

1948 Roadster, 1800, grey, blue hide upholstery, low mileage, exceptional condition; £885.—H. A. Saunders, Ltd., 140/144, Golders Green Road, N.W.11. Speedwell 0011. (5310)

1949 2000 type saloon, grey, grey hide upholstery, low mileage, exceptional condition; £1,255.—By H. A. Saunders, Ltd., 144, Golders Green Road, N.W.11. Speedwell 0011. (5311)

DEC. 1947 reg. Triumph 1800 saloon, black, with beige upholstery, 12,000 miles, really spotless throughout and mechanically excellent; £250.—Cross, Castlemorton, Malvern Birmorston 231. (5678)

1948 (October) Triumph razor-edge saloon, well maintained and in magnificent condition; bargain £325.—Lewis H. Barraball, Porchester Square, Mews, Baywater, W.2. Baywater 2554. (4900)

1937 Triumph Gloria open 4-seater tourer, excellent condition one owner, Southern Cross type engine with two carburetors; £275.—Mason, 8, The Downway, Sutton, Surrey. Vigilant 1949. (5377)

HILLWOOD MOTORS—1948 Triumph 1800 Roadster, in metallic grey, one owner, fitted radio a standard listed sports car in the country; £875.—565-7-9, Watford Way Mill Hill Circus N.W.7. Mill Hill 4232. (5596)

1947 Triumph 1800, razor-edge, very carefully used, black, fawn leather upholstery, small mileage and indistinguishable from new; £875.—Taylor Motors, 54a, Seladon Rd., S. Croydon Cro 5470. (3823)

1949 Triumph Roadster 18hp in showroom condition, engine converted as 1950 Vanguard, many extras, mileage 9,000, regularly maintained by agent, price under list.—Price, 31 Ladywood Rd., Four Oaks, Warwickshire. (4209)

1938 Triumph Dolomite 14hp, completely reconditioned throughout, bodywork resprayed in Westminster green, all chromium parts repainted, any trial exchange considered, h.p. if required; £495.—Kinson Garage, Springhead, Anlaby, Hull. Tel. 48882. (4069)

825 gns.—Triumph 1800, June, 1948, Roadster, gun-metal, blue leather, heater, Wind-tone horns, good tyres, one careful owner, exceptional condition, choice of 3 Roadster terms, exchanges, list open 9-7 days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. (5613)

Triumph Cars Wanted

CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. (0974)

CASH immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom 9400. (5114)

ROWLAND SMITH'S the Triumph buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. (0992)

MARSTON MOTOR Co. Ltd. for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0182)

CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattoms, Lord St., Southport Tel. 2288. (1604)

Triumph Spares and Service

S & T SERVICE and spares for all models.

MANUFACTURERS' largest stockists in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd. London District, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.6. Maida Vale 9114 (10 lines). (10397)

NEWNHAMS, Ltd.

TRIUMPH specialists: service and spares for all models, including Dolomite type radiator, grills.—Newnhams House, 235-7-9, Hammersmith Rd., W.6. Ely 6646, 11539

BASIL ROY, Ltd.—Triumph spares complete stock, wholesale and retail.—161 Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). (0355)

RESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all our models.—S. A. Coles, Ltd. 364-368, High Rd., Leyton, E.10. (10342)

UTILITY CARS

HAROLD RADFORD & Co. Ltd.

1937 (August) 27hp Chevrolet 4-door shooting brake in natural wood grain, one owner, mileage 38,000 only.

HAROLD RADFORD & Co. Ltd., specialists in redesigning and building wooden metal-panelled shooting brakes or all-metal Farmlite dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co. Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. (2604)

1949 10-cvt Bradford de luxe utility 3,000 miles, one owner, guaranteed; £655.

G. W. WILKIN, Ltd., Weston Park Kingston-on-Thames, Ken. 2241. (4950)

1948 Alvis 14hp shooting brake; £750; no dealers. Chelms, Flaxman 8877. (5151)

CHRYSLER 1940 model; Plymouth 20hp Martin Walter estate car, grey, a really immaculate car, with many extras; £425 no offers.—Box 4694. (5550)

1947 Fordson Utility, wooden body, 17,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (4675)

9000 miles.—1949 (March) Austin A40 Countryman estate car, grey.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (5126)

BRADFORD six-high van, delivered December, 1948, small mileage, carefully used; £450; also lorry, fitted framework for tilt. £375.—Buntings, Harrow 1908. (5623)

HUMBER Utility 27hp 10 tax, very good condition, 6673 erite 23, Hillway Holly Lodge Estate, Highgate, N.6. (4806)

1943 Chevrolet heavy utility 4x4, ex-W.D., Personnel body, excellent condition; £150; licensed and of year.—Ratsev Cox's Mill, Dalington, Heathfield, Sussex. (5532)

£200 or near offer.—Wolsley varnished brake on 1954-5 County de luxe 6-cyl chassis 20.1p, grand job in first-class order.—Shepherd Buckhurst Moor, Binfield, Berks. Blackwell 34. (5319)

1949 Bradford de luxe, grey, first reg Dec. 1949, mileage under 5,000, condition almost new, one owner, any tests; first offer over £550 secures.—Smith Hillcrest Motors, Peppard, Oxon. Tel. Kidmore 3122. (4907)

utility Cars Wanted

ROWLAND SMITH'S the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 (0993)

CASH buyers of low-mileage utilities; distance no object.—Hattoms, Lord St., Southport Tel. 2288. (1604)

VAUXHALL 10

1938 Vauxhall 10 4-door saloon, excellent condition, taxed; £365.—Northons Garage, Swiss Cottage, N.W.3. Priamrose 127. (5624)

1939 Vauxhall 10 saloon de luxe, original and very good condition; £345.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. (5565)

£395—1939 Vauxhall 10 special Club coupe, immaculate finished grey, excellent condition, with red leather interior, whole vehicle literally outstanding, very rare example, looks as though just out of 1939 Motor Show; hire purchase, exchanges; 3 months' guarantee. AMBS, of Wood Green, Caxton Rd., N.22. Buses L. Park 4144. (5590)

£365—February 1939 Vauxhall 10hp saloon de luxe, finished in original black cellulose with black hide upholstery; one of the most popular 10hp saloons of its class, this model is particularly recommended for its very lively performance coupled with the utmost economy on running costs; a splendid little motor and unrepentant at the price; fully guaranteed in writing.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2581 and 3115. Twenty-two other Vauxhals of all hp in stock, also 400 other used cars. Write for 18-page fully priced post free catalogue. Easy and confidential hire purchase. Part exchanges. Free delivery service. (4955)

VAUXHALL 10 Wanted

ALL Vauxhall 10 models urgently required, including 1939, 1946 1947 and 1948.—Corbitt & Taylor, 22, Conduit Mews W.2. Aub. 6049. (2471)

VAUXHALL 12

1947 Vauxhall 12 saloon, very clean; £625; 1939 Vauxhall 12 saloon; £595; 1936 Vauxhall 12 saloon; £350.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Glis. 2234. (5509)

£395—Vauxhall 12 4-door de luxe saloon, special metal finish, leather interior, very good tyres, really tip-top throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066-7. Open Mon. to Sat. 9-6 p.m. (50 yards Holland Park Tube Station). (4652)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1947 Vauxhall 12hp, mileage 24,000, new engine at 15,000, mechanically perfect, bodywork good condition; best offer over £600.—Box 4690. (5427)

325 gns.—Vauxhall 12 1939 de luxe 4-door saloon, black, sliding head, green leather, very good condition; terms: exchanges; list open 5-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6541. (5614)

Vauxhall 12 Wanted
A LL Vauxhall 12 models urgently required, including 1939, 1946, 1947 and 1948.—Corbett & Taylor, 22, Conduit Mews, W.2. Aub. 6049. (2472)

DICKS CAR SALES offer:—

1939 Vauxhall 14hp saloon, just resprayed; £425

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, (Maida Vale 6888-9). (1949)

WADDINGTON MOTORS, Ltd., offer:—

1948 Vauxhall 14 saloon, condition as new; £775.—Fortune Green Rd., N.W.6. Ham. 2211. (4976)

£255—Vauxhall 14hp saloon, exceptionally well maintained, metallic grey and blue.

WADDINGTON MOTORS, Ltd., 150, West End Lane, N.W.6. Hampstead 1177. (4831)

1947 Vauxhall 14 J-type saloon, excellent condition; £735.—35, Kingston Hill, Surrey. Tel. Kingston 3116. (5190)

1936 Vauxhall 14 Wingham cabriolet, bargain; £175.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4200. (4410)

1939 14hp Vauxhall saloon, excellent condition; £425.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. (4891)

£295—Vauxhall 14 saloon de luxe 1938, immaculate throughout.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. (5119)

£145—Vauxhall 14 fourours drop head coupe, excellent runner, good tyres; also 1934 Vauxhall 2-4-seater sports, £150.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 2900. (5645)

£775—Vauxhall, 1948, 14 de luxe saloon, 12,000 miles, black and brown; £315, Vauxhall, 1938, 10 de luxe saloon, irreproachable order throughout.

W. A. CHISWICK, 482-486, Chiswick High Rd., W.4. Chiswick 0558-2619. (4484)

Vauxhall 14hp, Oct. 1947, saloon, black, low mileage, and as new; £425.—H. Motors, Bignells Corner, South Mimms, Herts. South Mimms 2231-2.

1938 Vauxhall 14 saloon, black, in excellent condition throughout; bargain, £325.—Wembley Court Motors, High Rise, Wembley, Arnold 3221-2.

£285—1937 Vauxhall 14hp, sun/sai., grey, leather, immaculate.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station). Ambador 1061-4. (3597)

1947-8 Vauxhall 14, black, with brown leather, in excellent condition throughout; part exchange enquiries welcomed.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. (12936)

Vauxhall Wyvern & Velox

CAR MART, Ltd.

Vauxhall Velox, 1949, radio 8,000 miles; £1,038.

Vauxhall Velox, 1948, saloon, 5,000 miles; £970.—Car Mart Ltd., 520, Euston Rd., N.W.1. Euston 1212. (5008)

NEWNHAMS, Ltd.

1948 (Nov.) Vauxhall Velox saloon, black with brown, excellent condition.

NEWNHAM House, 235-7, Hammersmith Rd., London, W.6. Riverside 4646. (13930)

H. A. SAUNDERS, Ltd., offer:—

1949 Vauxhall Velox, blue with brown leather upholstery, 5,203 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds north of Tally Ho Corner). Hillside 024. (5250)

ACE SERVICE STATION (LONDON), Ltd.

8000 miles.—1949 Wyvern saloon, fitted radio and heater; £875.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (5035)

ACE SERVICE STATION (LONDON), Ltd.

14000 miles.—Oct., 1948 Velox saloon, fitted radio and heater; £885.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (5036)

WYVERN (Nov. 1948), black, immaculate throughout; £825.—Campbell Symonds, Wembley 6262.

1949 Velox, Alpine green, in perfect original condition, 7,000 miles only, fitted heater; £945.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. (4993)

Vauxhall Velox saloon September, 1948 black, small mileage; £825.—35, Kingston Hill, Surrey. Tel. Kingston 3116. (5181)

1949 series Vauxhall Velox saloon, one owner, spare unused, black.—Autowork, Ltd., W.2. Chester, Tel. Winchester 4234. (4937)

Vauxhall Wyvern, Nov. 10th, 1948, 5,000 miles, built-in radio, loose cover, black, fawn cloth, the car is as new; £850.—Mal. 0500. (1062)

1949 Vauxhall Wyvern saloon, 3,000 miles, British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 3589. (4921)

1948 (November) Vauxhall Velox saloon, 8,000 miles, heater, one owner; £825.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (5042)

1949 model Vauxhall Wyvern, black, 10,000 miles, one owner, indistinguishable from new; £865.—Tel. Kirby, Whitehall 1531 (office hours). (5340)

1949 Wyvern saloon, green, fawn upholstery, low mileage, loose covers, one owner; £860.—H. A. Saunders, Ltd., 144, Golders Green Road, N.W.11. Speedwell 0011. (5312)

1949 Vauxhall Velox black saloon, 9,000 miles only, one owner; b.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3594. (5429)

1949 model Vauxhall Velox, black, brown leather upholstery, fitted built-in radio and heater, twin Lucas headlights, spare unused, 4,000 miles, only choice of two; trade enquiries invited.—B. J. Hunter, Ltd., 22, Cricklewood Broadway N.W.2. Tel. Gladstone 6303. (5574)

1949 (May) Vauxhall Wyvern saloon, genuine 7,000 mls., looks 2,000 mls., as new; £835.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (4688)

Vauxhall Velox saloon, Dec. 1948, green, brown leather, built-in radio and heater, twin Lucas headlights, mats, etc., immaculate condition, one owner, 8,000 miles; exceptional bargain at £800.—Tel. Liberty 1041. (5684)

1949 (March) Vauxhall Velox saloon, black, brown leather, 11,000 miles, as new throughout, taxed year, one owner from new; £825; terms, exchanges.—Tel. Amberst 2000. Fanfare Motors, 99-115, Clarence Rd., London, E.5. (5668)

H saloon, black, fawn leather interior, low mileage, one ownership, immaculate and spotless example, delightful performance, thoroughly recommended, and offered with written guarantee, exchanges, terms.—28, Upper High St., Epsom 9400. (5097)

Vauxhall 25

SIMPSON'S MOTORS offer:—

1940 Vauxhall 25 limousine, 7-seater, as new; £850.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Specials) Wembley 3901. (9112)

Vauxhall 25 saloon, excellent condition, very smart appearance, colour black; £425.—35, Kingston Hill, Surrey. Tel. Kingston 3116. (5179)

IMOUSINE, 1939, Double Enclosed, Long-25hp L leather, upholstery, exceptional throughout, £890. A. & Saunders, Providence Court, Grosvenor Square, Mayfair-2341. (5267)

Vauxhall Miscellaneous

SHAW & KILBURN, Ltd. for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

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£285—Vauxhall 25 1937 de luxe sun saloon, black with blue leather, really exceptional condition, below.

£225—Vauxhall 20 1936 sun saloon, blue with blue leather, most carefully maintained, excellent condition.—K. J. Motors, Bromley Kent, Ravensbourne 3456, 7, 8 & 9. (5460)

H. A. SAUNDERS (LONDON), Ltd., 466, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers. (2134)

1949 Velox 11,000 miles perfect condition.

1949 Velox 14,000 miles, as new throughout.

1949 25hp saloon perfect condition throughout.

1948 12hp saloon de luxe, blue, brown cloth, very clean.

WAYS a good selection of used Vauxhalls in stock; A.H.M.L. will purchase for cash all Vauxhalls cars including latest models. (4980)

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1938 Vauxhall touring saloon, superb condition, the 2 of two; £345.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221, Mal. 1627. (2134)

GRAHAM BROTHERS (MOTORS), Ltd. main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9857), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. (0283)

Vauxhall Cars Wanted

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THE CAR MART, Ltd., wish to purchase Vauxhall cars—150, Park Lane, W.1. Grosvenor 3434. (0975)

SHAW & KILBURN, Ltd. Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

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ROWLAND SMITH'S, the Vauxhall buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0954)

CATEHOUSE MOTORS wish to purchase good clean Vauxhall cars.

CATEHOUSE MOTORS, Ltd., Highgate Village Ln., don N.6. Mountview 4444. (4919)

ASH immediately for good Vauxhall.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (5104)

SIMPSON'S MOTORS (WEMBLEY), Ltd. want to purchase all models Vauxhall Wembley 3903. (8008)

POST-WAR Vauxhall required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

WANTED, Vauxhall Velox or Wyvern, low mileage, no dealers.—Robinson, 2, Regent St., Cambridge.

BROADWAY MOTOR Co. require good second-hand cars of all makes.—3-13 Russell Rd., Wimbledon Liberty 2494. (1943)

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattens, Lord St., Southampton. Tel. 2268. (1062)

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CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard Beds. Tel. 2381 & 3115. (4604)

H. A. SAUNDERS (LONDON), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or phone Paddington 0022. (0899)

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GEARBOXES, differential units, front suspension C type, engines, large stocks of Vauxhall spares.

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A LL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.

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FOR Vauxhall mudguards, turning boards, 1933-3—Brooks, 85, Queens Rd., Brighton. (0391)

IGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 151. (0194)

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REPAIRS, Recondition, exchange, suspensions (complete pair 10, 12, J, 15; DX, £17/10; 25hp, £23; Bedford), reconditioned gear boxes, shock absorbers.—Fri. 2647. 10, Winchester Mews, N.W.3. (0244)

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WELHAM'S, Veteran Car Specialists, Surbiton Hill, Surbiton, Epsom 1873. (0601)

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1909 35hp Thornycroft limousine, original condition, good working order, good tyres, complete, believed to be unique; £150, or near offer.—Tippett, Eastcote Manor, Hampton-in-Arden, Warwickshire. (4052)

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BENTLEY 3-litre, see under sports cars, adv. No. 5453. (5454)

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G. E. NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (5219)

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LOW mileage Wolseleys are scarce, should your model not be in stock put your names on our used cars register for early notification.

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HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (4449)

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WOLSELEY Six Eighty 1948-9 saloon, 6,000 miles; £1,420.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. (5009)

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1948 Wolseley 12 saloon; black with brown; low mileage, carefully used.

NEWNHAM House, 235-7, Hammersmith Rd., London, W.6. Riverside 4646. (18036)

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1939 Wolseley 10hp saloon, just resprayed; £425.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. (1949)

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1940 Wolseley saloon de luxe, black, green, exceptionally good condition, good chassis; £525.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. (5502)

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1937 Wolseley 25hp 4-door saloon, one owner, total mileage under 40,000, chauffeur-seats, and in outstanding condition in every way; £395.—Vandervells (buyers of good used cars), 215, Haverstock Hill N.W.3. Primrose 4441.

1938 Wolseley 14hp saloon, black, brown leather, 1950s.—Autoships, 5, Balham High Rd., Balham 1509.

1949 Wolseley 4.50 saloon, maroon with brown leather, 10,000 miles loose covers, immaculate throughout.

HARVEY HUDSON & Co. Ltd., 45, High Rd., South Woodford, E.12. Wandstead 0026.

1935 Wolseley 14 saloon de ville, black, brown hide, one owner, reconditioned engine, bargain.

RAY MOTORS, 180-184, West End Lane, N.W.6. B. Hampstead 6490.

L. F. DOVE, Ltd., offer 1946 Wolseley 12, in almost new condition; £785.—69, Broadway, Wimbles 12050

1949 Wolseley 6/80 saloon, 5,000 miles.—Barnett & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. E. 358.

1934 Wolseley Hornet saloon, condition and tyres good, one owner; £100.—Jones, "Byways", Longview Lane, Huxton Lanes.

1935 Wolseley 10, 1939, 4-door saloon, de luxe leather interior, bodywork original really excellent, all extras; many others.

BENNETT MOTORS, 1, Clarendon Rd., Holland Park. Park 5096-7. Open Mon. to Sat. 9-6 p.m. (50 yards Holland Park Tube Station).

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GORDON CARS (LONDON), Ltd.—1947 Wolseley III G saloon, black, particularly attractive.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

1935 Wolseley 14 saloon, 5,000 miles.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, (5120)

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1938 18hp Wolseley saloon, two owners only, absolutely immaculate and perfect; £375.—The Lynch Garage, opp. G.P.O., Uxbridge, Middx. Tel. 122.

1939 Wolseley 21hp saloon, black with blue leather, recently new engine; £425.—Peter Bantock Car Sales, 37-39, King St., Parade, Twickenham, Popsongrove 7447.

1938 21hp saloon, blue, blue leather, one owner, leather exceptional condition, low mileage; £475.—H. A. Saunders, Ltd., 144, Golders Green Road, N.W.11. Speedwell 0011.

1945 Wolseley 18hp saloon, 1939, reconditioned, one owner, single owner, excellent condition; seen Steel's Garage, Cirencester—Cannan, Oldchurch House, Selsey, Stroud, Glos.

1935 Wolseley 14 saloon, de luxe sal., streamlined, in excellent condition; £350.

1937 Wolseley 18 saloon, 1938 saloon, genuine mileage 44,000, one owner, excellent order throughout; £325.—Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.3. Mountview 1451.

1946 Wolseley 14 saloon, black and brown leather, excellent condition throughout; £725.—Beardmore Service, Ltd., 26, Queens' Ave., Bexley, London, E.15. Bexley 67-9.

195 Wolseley 14 saloon, 1934 model, Abbey sports 4-seater, cream and green, leather upholstery, Ashby wheel, large instruments, good condition, terms, exchanges.—Rowland Smith, below.

1935 Wolseley 14 1936 de luxe 4-door saloon, black, sliding head, brown leather, easy-clean wheels very good condition; terms, exchanges.—Rowland Smith, below.

1935 Wolseley Super 6 1938 25hp de luxe 4-door saloon, green, sliding head, green leather, excellent condition; latest terms, exchanges; list; open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

ROSE & YOUNG, Ltd., offer 1938 Wolseley 25hp saloon, in nice condition throughout, black, brown hide; £325.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

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1938 Saloon 21hp Wanted, sound mechanically, reasonable cost. Letters.—Robertson, 26, Sunny Hill, Hendon, N.W.4.

7 SEATER Limousine 1935/20hp—also 25hp Series 3. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941.

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THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Euston 1212.

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THE CAR MART, Ltd., wish to purchase Wolseley Six-Eight cars.—150, Park Lane, W.1. Grosvenor 3434.

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WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240.

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LONDON branch (equivalent selection), corner Semeley Place and Ebury St. Victoria, S.W.1. Tel. Sloane 1335; open 7 days a week, 9 a.m. to 8 p.m. Victoria Station 5 mins. walk. Near Airways House, Buckingham Palace Road. (0134)

MACROVAN CARAVANS offer:-
£195—New 17ft 6in caravan shell, complete with chassis, undergear, set window, 16in easy-lean wheels, brace operated jack; also 13ft 6in model, £175.—76, Brighton Rd., Surbiton, Surrey. Tel. Elmbridge 3974. (0134)
FOR all types of caravans, living or holiday, write for catalogue to Country Life Caravans, Romsey, Hants. Tel. Romsey 2225.
ECCELES Alert, inspect the latest models locally at Greenhill Motor Co. Ltd., Marsh Rd., Pinner 601.
BENTLEY caravans, best in the West, large selection from £150 to £1,500.—Bentley Caravans, Priory Bridge Rd., Taunton, Somerset. Tel. Taunton 10353
£195—Brand new Land Schooner shells, 18ft 6in x 5ft 6in overall, aluminium exterior, complete with lining and wood floor.
REBBY AUTO, Caravan of 44-46, Chase Side, Southgate (near Tube), Palmers Green 4540. (3529)
CARA-CARS, Ltd. distributors for Winchester, Car Cruiser, Sledge Cheltenham, Cotswold, Berkeley, The Caravan Centre, Ilkley, Tel. 294. (7656)

£189—Shells complete with proprietary chassis, the finest value in the country, choice of Pullman or streamlined shape, worth your inspection.
SEE also the Cunningham 23ft shell built to your own specification or layout, the only caravan in the country incorporating the Ideal boiler, shower, bath and toilet, from £795.—Slough & Taplow Caravan Co., 340, Bath Rd., Clipperton, Slough Bucks. Tel. Slough 576. (0076)

NEW CARAVANS

CROYDONA Caravan, the new 1948 de luxe model, is n.w. on view; lantern roof tapestry, upholstery, Bogart's equipment, £650.—Pollock & Peel, Ltd. 95, South End, Croydon, Tel. Croydon 5158. (0004)
LET a "Sunbeam" brighten your life—see this superb 22ft 4-room, £858 Rollalong living van at the South-West distributors.—The Pathfinder Caravan Co., Ltd., Tedburn St. Mary, nr. Exeter. G.D.A.A. member. (0358)
BERKELEY caravans, latest Ambassador de luxe mobile home, £350, new Courie startling value at £450; de luxe Courier, £499; all-purpose Deputy, £425.—Full particulars from Mantle's Caravans, Ltd., Biggleswade Beds. Tel. 2113. (15114)
£130—The Parvo luxury 2-berth caravan; the only caravan with gas lighting and cooking, luxury mattresses, separate lavatory compartment, with Eassey toilet, etc.; deferred terms; 4-berth ditto, 2 rooms, £195.—Manufacturer, John Steel, Castlefields, Bingley. May also be viewed in London. (0331)

X7 L. CARAVANS, Ltd., hold the finest selection of X caravans for home and holidays; see the new Winsome, Craftsmaster, Pioneer, Premier Regal, Peer Challenger, Willerby, Cumbrina, Weyland, Safair, Wayside, etc.; prices from £198, easiest terms.—X L. Caravans, Ltd., Blue Star Garage, Maidenhead. Tel. Maidenhead 2747. (0189)
As manufacturers and distributors of all leading makes of reliable caravans we offer quick delivery of Berkeley Ambassador and Courier, Investor, Raven Cottage, Westway, etc.; offer the most attractive hire-purchase terms and arrange delivery and sites with water and sanitary facilities; write for free copy of "Caravan Topics".
WATFORD CARAVANS, Ltd., Hall Park Garage, Berkhamsted, Tel. Berkhamsted 820. (0035)
A FLAT on wheels—new "Challenger" 4-berth caravan with fold-up bed, stove, lavatory and gas cooker, £238; Ambassador de luxe, £350; Courier, £450; Invader and Surreyluxe, quality models, etc.; hire-purchase terms and delivery with efficiency.—The Surrey Car Co., Ltd., 14, Richmond Rd., Kingston, Surrey. Tel. Kingston 6340. 100 yards from Kingston Station. (0331)

LONDON CARAVAN CO., Ltd., established over 27 years ago and known by world-wide reputation, as Britain's most dependable distributors and agents for caravans of unsurpassed quality, design and value; Carlight, Coventry Knight Car Cruiser, Siddall, Cheltenham Jubilee, County, Berkeley Ambassador and Courier, Dixon-Bate trailers, special purpose caravans, car, mobile homes, display vans, etc., as designed and supplied by us, are among the finest of their kind.
WE invite you to take advantage of our long and varied caravaning experience by sending your enquiries to us at:-
BARNET By-Pass, Elstree 1165 and 1364, Court Mount, Canterbury Rd., Birmington-on-Sea 657. (0594)

SECOND-HAND CARAVANS
 Campmaster Manor, 22ft, all conveniences of flat, cost £200; accept £600 for quick sale.—Harrison, Shear Barn Farm, Barley Lane, Haslemere, Surrey. Tel. Haslemere 4506. (0406)

CARAVANS AND CAMPING SITES

FALMOUTH—Golden Bank Site; beautiful location; everything connected with caravaning; free brochure. (318)
ELSTREE and Birmington-on-Sea, two of Britain's finest caravan sites.—London Caravan Co., Ltd., Barnet By-Pass, Elstree 1165 and 1364, Court Mount, Canterbury Rd., Birmington-on-Sea 657. (0331)
FAR from the Madding Crowd! Quiet, approved site overlooking Atlantic, seasonal/permanent sites; sales; surfing, riding; farm produce; furnished caravan for hire.—Atlantic Caravan Park, Bude. Cornwall. Tel. 278. (5416)

CARAVANS FOR HIRE

BURLINGHAM CARAVANS offer 1949-1950 Eassey caravans on hire for touring; a few dates still available.
BURLINGHAM CARAVANS, Garstang By-pass, Garstang, Nr. Preston. (0525)

CARAVAN EQUIPMENT

CALOR hotplate 45/-, cookers, lighting brackets, sinks, after 7.—51, Chelverton Rd., S.W.15. (4748)
WORTH caravan and trailer chassis, undergear, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Rippenden, Yorkshire. (0005)

HOLDER-GRAISELEY caravan chassis, axles, ball hitches, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., Ltd., Wolverhampton Rd., Heath Town, Wolverhampton. (0441)
WINDOWS, lightweight frames in polished alloy, strong, durable and smart finish, all sizes, fixed and opening; enquiries to manufacturers.—The British Steel Frame Co., Ltd., 133, Cambridge Heath Rd., London, E.2. Bishopsgate 7755-7778. (0141)
PRACIFIC aluminium armchairs, suitable for caravans or home, in grey, green, blue, maroon, etc., from £5, as sold by large London store at double our prices; water tank and filter unit, £4/10, cost £15; small trailer assembly, complete £8/10; we stock everything for caravan builders; s.a.s. for list.—195, High St., West Wickham, Kent. Spr. 1990. (1383)

CARAVAN ACCESSORIES

TOWING brackets for Aus'n. Ford, Vanguard, E. Dixon-Bate Trailer. (7050)
TRAILERS
LIGHTWEIGHT trailers for hire, carrying capacity 1 cwt.
KENTISH & THOMSON, Ltd., 564/566, Wickham Rd., Shirley, Croydon, Springpark 3477/8. (8141)
PRACIFIC trailers, 4 to 6-cwt. carrying capacity, for touring, camping, farming, boating, etc.—Pratt Engineering Co., Northallerton, Yorks. (0647)
CAR trailers to carry from 3 to 12 cwt.; prices from £125; also trailers for hire; write for details.
JARVIS & Sons, Ltd., Morris House, Morden Rd., S.W.19 Liberty 4656. (2728)

CARAVAN JOURNALS

BUYING a caravan? You need "The Caravan," the original and largest caravan magazine, full of practical help. Monthly ed. from your newswagent or by post 8/6 a year from A. C. Burt, Publisher, Caravan Publications, Ltd., Link House, Store St., London, W.C.1. (0582)

COMMERCIAL VEHICLES

CYRIL SHEPPARD offers:-

STANDARD Vanguard van, 1949, in grey, 10,000 miles, as new, £695. 1949 Ford 9 van, as new, £400.—Basingstoke Rd., Risley, Berks. Reading 83147. (5664)
PALMERS MOTORS, Ltd., offer:-

BEDFORD vans, Lutons and trucks, for early delivery.
BEDFORD 30cwt vans.
BEDFORD 30-40cwt Luton vans.
BEDFORD 30cwt trucks.
BEDFORD 3-4ton Luton van, 1,000 cubic feet.

RECONDITIONED throughout to standard specifications, fitted with new bodies, unregistered, free of purchase tax; demonstration models available; exchange and deferred terms; H.P. facilities can be arranged.—53, York St., Twickenham. Tel. Popesgrove 1890, 7067.
MORGAN'S GARAGE (HOUNSLOW), Ltd., offer:-

1944 Fordson Thames L.w.b. 5-ton drop-side truck; £200.
1943 Fordson Thames 4 cu yd tipper; £140.
1941 Fordson Thames 5-ton fixed-side truck with tilt; £150.
1945 (reg.) Morris 3-ton L.w.b. drop-side truck; £160.
1938 Morris 10cwt drop-side truck, suitable for builder; £185.
1937 Bedford 10cwt van, excellent tyres and good mechanically; £185.

EX-W.D. Ford (Canadian-type) heavy utilities, 6 seats or 10cwt load, choice of 2; each £165.
MORGAN'S GARAGE (HOUNSLOW), Ltd., 750, London Rd., Hounslow, Middx. Hou. 4422. (4172)
2 Fordson 3-ton trucks, practically new; £175 each.
2 Fordson 15-cwt trucks, perfect condition, repainted; £125 each.
CHEVROLET 15-cwt truck, 4 W.D., steel body, 700 miles only; £195.—Chiswick 4737. (5333)
AUSTIN A40 van, blue, June, 1949, 11,000 miles.—Below
AUSTIN A40 pick-up truck, blue, March, 1949, 11,000 miles.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (5127)
AUSTIN 25cwt 3-way van, 1948 model, carefully maintained, 17,000 miles; £535.—26, Ash Grove, Maidenhead. (5404)
1939 Bedford 10-cwt van; £225.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside (3466)
1939 Morris 10cwt van; £285.—Johnstons Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. (5464)

BRAY MOTORS offer the following commercial bargains:-

1946 (reg.) Standard 12 van, sound body, bench-type front seats, good runner, good tyres, bargain; £185.
1938 Morris 10cwt forward control van, maroon and black paint throughout, clean appearance, good runner; £195.
1938-9 Austin 10cwt van, black, clean condition, good runner; £225.
1937 Ford 8 cwt van, sound body, requires attention to wings and repaint, good runner, steering, brakes, etc.; £295.
1945-6 Ford 10cwt forward control van, very good runner, ice-cream, canvas, etc.; as designed and supplied by us, are among the finest of their kind.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (2207)

LAMBS of Wood Green for vans; choice 30' all sizes, and varying prices.
1939 Morris 8hp 5cwt van, excellent, new tyres; £245.
1937 Bedford Brougham, suitable gowns, canteen, ice-cream, rebuilt bodywork; £295.
1939 Ford 25cwt large body van, suitable canteen or furniture; £265.
1938 Morris 10cwt large body van, literally looks and runs like new; £285.
1937 Ford 8 cwt van, good condition, sound value; £145.
LAMBS of Wood Green have choice 30, bodies altered or built for, ice-cream, canvas, etc.; as vehicles reconditioned as necessary and guaranteed mechanically; hire purchase, exchanges.—Caxton Rd., N.22, Bows Park 4144. (0284)

1946 Ford 5cwt van; £395.—Lawton-Goodman, 135, Crickwood Broadway N.W.2. Gladstone 2226. (5286)
1949 Morris 5cwt van; £475.—Johnstons Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. (5464)
1946 Ford 5cwt van, as new.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. (4803)

3-5—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (1170)
JOWETT-BRADFORD our speciality; quick repairs and service; often a second-hand bargain.—Buntings Jewell, Agency, 10, Upper St. Martin's Lane, W.C.2. Tem. 3588. (4277)
1946 Morris 5-5cwt van, blue, ex. cond.; £350.—Tucker, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (4929)
HILLMAN 10cwt van, first registered 1948 (ex-W.D. chassis); £225.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (1150)

MORRIS 10 unregistered (ex-W.D.) F.U. truck, excellent condition; £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (1151)
1948 Ford 10cwt truck, 10,000 miles only, as new, £450.—Johnstons Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. (5464)

1949 Morris 10cwt van, recently off covenant, 10,000 miles only, carefully owner driven, green with black cellulosed wings, as new £475.—Below.
1947 registered Standard ex-W.D. 14hp box van, in good order throughout; £192.—Below.
1939 Humber Super Snipe chassis and cab, running as purchased, ex-W.D.; £150.—John Jordan, Sandy, Beds. Tel. 24. (5083)
ROCHE & Co., offer 1948 Austin 10cwt van, R 3395.—65-69, Sternhold Ave., Streatham Hill, S.W.3 (1 minute Streatham Hill Station). Tulse Hill 6464. (2742)
J and light trucks.—Saxon Jefferies, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 3446. (0040)
1949 Vanguard van, 9,000 miles, plain green, choice of two; £725.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165.

VANGUARD van, 1949, 9,000, car appearance, performance, immaculate; £950 (or near); terms, exchange.—Pri. 2647, Fraser, 10, Winchester Mills, N.W.3. (4789)
1947 Fordson 5cwt van, cellulosed plain navy blue, condition literally as new, any trial; £400.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. (4421)

1946 Bedford 10-cwt van, thoroughly overhauled, 3 months' guarantee, £395.—Travis Cars, Ltd., 94 North Side, Wandsworth Common, S.W.18. Battersea 1166. (5134)
1947 Fordson 10cwt van, excellent order throughout, finished in dark blue; £445.—Lyne Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. (5960)

1948 Austin 16hp 25-cwt "three-way" van, painted grey, run only 25,000 miles on light work, very fine condition; £650; new price now £825.—Robbins, East Putney. Tel. 4581. (3923)
1949 Austin 10-cwt pick-up truck, in exceptional condition throughout, finished in cream and black; £585; 3 months' written guarantee.—Tanaka & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. (5134)
1949 Ford 10-cwt truck, all-metal body, never used for carrying loads, absolutely as new, mileage under 2,000; exchange for car or accept £465.—Tel. Amherst 4372. Peeling, 107, Clarence Rd., London, E.5. (5670)

175 gns.—Morris van, 1937 (reg. 1939) 8hp 5cwt van, good tyres, spare unused, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rorham, Smith, Hampstead (Hampstead Tube). Hampstead 6081. (5226)

1949 Morris 10cwt van; £285.—Johnstons Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. (5464)

COMMERCIAL VEHICLES continued on page 45.

NEW CARS FOR SALE

HATTON MOTORS, Ltd.—Orders accepted for delivery in strict rotation.—71, Broad St., Birmingham. (3546)

IMMEDIATE delivery.—New 2-litre A.C. sports 5-seater tourer, cream/red leather, from the Hampshire Distributors of these fine cars.—Autowork, Ltd., Winchester. Tel. Winchester 4834. (4939)

F. EDWARDS & Co., Ltd.—A.C. distributors for London, Middlesex and Surrey, low accepting orders for rotational delivery, including new A.C. Buckland sports tourer.—154, Gt. Titchfield St., W.1. Langham 0012 (5052)

ALLARD
ARTHUR E. GOULD, Ltd., 280-292, Regent St., W.1.
ALANHAM 1594-5.
MAIN distributors for all Allard models.
PHONE or write for details or demonstration. (0460)

DAENHAM MOTORS, Ltd., main distributors, sales and service.—56, Park Lane, London, W.1. Regent 4866. (0150)

FULL particulars of all Allard models can be obtained from Allard Motor Co., Ltd., 24-28, Clapham High St., London, S.W.4. Tel. Macaulay 3201. (0903)

ALTA
ALTA Cars.—The Northern distributors.—William Arnold, Ltd., Manchester, 15. (0758)

ALVIS
LONDON.
LL particulars of Alvis are available at 103, New A Bond St., W.1. Mayfair 8351. (0350)

CHARLES FOLLETT, Ltd.—Alvis repair specialists.
OFFICIAL Alvis spare parts stockists.
TRADE supplied.
SERVICE—12, Wellesley Ave., W.6. Riv. 1413. (0307)

MANCHESTER.—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, W.1. Euston 5225. (0665)

ALVIS in Scotland, sales and service.—James A. H. Galt, Ltd., Distributors, 50, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. May we send you full particulars of latest models? (0731)

LANCASHIRE and Cheshire, sales and service and specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton, Tel. 4080, and 176, Deansgate, Manchester, Tel. Deansgate 4507. (0389)

ARMSTRONG SIDDELEY
HENLY'S, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley cars, specialists for Lancashire and parts Cheshire.—Tel. Blackfriars 7843. (0503)

PASS & JOYCE, Ltd., London and district distributors, for the new post-war Armstrong Siddeley car.—184-188, Great Portland St., London, W.1. Museum 1011. (0711)

ASTON MARTIN
HAROLD RADFORD & Co., Ltd., officially appointed Aston Martin retailers.—Sales and service at Melton Court, South Kensington, London, S.W.7. Kensington 6242 (5 lines). (3228)

AUSTIN
THE CAR MART, Ltd., London Austin Distributors, accept orders for delivery in rotation.—297 Euston Rd., N.W.1. Euston 5225. (0541)

NEW Austin Sheerline, early delivery.—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.8. Tel. 3664. (2119)

BREW BROS., Ltd., agents for Austin cars, sales and service.—135, Old Brompton Rd., S.W.7. Freeman 3335. (0710)

F. DOVE, Ltd., main dealers, Austin, see the new Sheerline saloon.—111-115, Addiscombe Rd., Croydon Addiscombe 3066. (1517)

BENTLEY
CAR MART, Ltd.
OFFICIAL Retailers. Offer for early delivery.

BENTLEY Mark VI specially designed razor-edge sports saloon, coachwork by H. J. Mulliner & Co., Ltd., finished dark green.

BENTLEY Mark VI standardised 4-door razor-edge sports saloon, coachwork by H. J. Mulliner & Co., Ltd., finished black.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (5010)

DAVID ROSEFIELD, Ltd.
OFFICIAL Bentley and Rolls-Royce retailers.
SHOWROOMS: 76, Deansgate, Manchester.
PHONE Blackfriars 4942.

SERVICE station, Cheetham Hill Rd.
MANCHESTER, 8, Tel. Blackfriars 2502. (0590)

BENTLEY.—William Arnold, Ltd., Upper Brook St., Manchester 13, agents and specialists. (0665)

ROSE, Ltd., Northampton, special retailers of Bentley cars; good deliveries with standard or special coachwork. (0817)

OFFICIAL Repairers and Parts Stockists, Marefair and Kingshorpe, Northampton. (Tel. 4540.)

JACK OLDING, of Mayfair, the official retailers, are in a position to offer new Bentley and Rolls-Royce cars for early delivery.—Audley House, North Audley St., W.1. Mayfair 5242. (0817)

RIPON BROS., Ltd., the latest Bentley and Rolls-Royce distributors, offer early delivery of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Ripon Bros., Ltd., Huddersfield 6340. (0249)

BOND MINICAR
CENTRAL GARAGE of Croydon, distributors, spare parts and service for Bond Minicar, write for particulars of delivery.—Central Garage Croydon 7464. (4504)

UM Ltd.
UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks. Beds and Bucks. (10197)

FALCON MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. (10197)

A.F.N., Ltd.
JOINT distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.

FALCON Works, London Rd., Isleworth. Hounslow 0011. (5758)

KEVILL DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.

41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. (0295)

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester 13, distributors for Bristol, arrange a demonstration to suit your convenience.—Tel. Ardwick 4361-7. (0058)

BRISTOL, all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. (5571)

SCOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. May we send you particulars of latest models? (0732)

BUICK
BUICK.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House Albemarle St., London, W.1. Tel. Regent 7121. (0398)

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Regent 7121. (0326)

CHEVROLET
DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3598. (2175)

CITROEN
SHRIMPTON'S MOTORS, Ltd., London distributors, Head office and showrooms, 182, Sloane St., S.W.1. Sloane 3556. (0727)

SPARES and Service: 77a, Kings Rd., Chelsea, S.W.5. S. Flaxman 4867. (0727)

DAIMLER
CAR MART, Ltd.
OFFICIAL Agents. Offer for immediate delivery.

DAIMLER 27hp 6-light saloon, coachwork by Freestone & Webb, Ltd., finished black.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (5011)

C. A. PETO, Ltd., for all Daimler models and service, 42, North Audley St., W.1. Mayfair 3051. (3825)

DELAGE
SELBORNE (MAYFAIR), Ltd., (Incorporating Selborne Motors, Ltd., established 1926).
SOLE concessionaires for Great Britain, etc.

HEAD office, 82, Park St., W.1. (6494)

DELAHAYE
SELBORNE (MAYFAIR), Ltd., (Incorporating Selborne Motors, Ltd., established 1926).
SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.
HEAD Office: Regional House, 82, Park St., W.1. (3987)

PIPPBROOK GARAGES, Ltd., for Delahaye and Delage inquiries (authorised agents), London Rd., Dorking 3891-2-3. (0159)

FORD
C. A. PETO, Ltd., for all Ford models and service.—42, North Audley St., W.1. Mayfair 3051. (3826)

DAENHAM MOTORS, Ltd., main Ford dealers, sales and service.—56, Park Lane, London, W.1. Regent 4866. (0270)

F. H. PEAOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—(219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines), 104, Poord Rd., Folkestone, Folkestone 51222 (3 lines). (0038)

FRAZER NASH
REQUESTS for literature and information in respect of the Fraser Nash, Le Mans Replica, Fast Roadster fourseater cabriolet and Mille Miglia models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. (4165)

HEALEY
NEW unregistered Healey Roadster 2-4 seater; £1,500, including F.T.

F. H. PEAOCK, Ltd., 219-221, Balham High Rd., S.W.17. Balham 4401. (9966)

HALEY.—Silverstone and other models available for favourable delivery at list prices plus purchase tax from Northampton Motors Services, Ltd., Northampton. Tel. 2962. (0063)

HILLMAN
BARNET arm.—Hillman main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. (0411)

H.R.O.
HAROLD RADFORD & Co., Ltd., sole distributors for London and Home Counties.—Sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6242 (5 lines). (8309)

HUDDON
ARNOLDS, of Manchester, for Hudsons.—William Arnold, Ltd., Upper Brook St., Manchester. Ardwick 4361-7. (0517)

JAGUAR
WEMBLEY COURT MOTORS
JAGUAR sales; order your new Jaguar from the main dealer.
WEMBLEY COURT MOTORS High Rd., Wembley. Tel. Arnold 2221. (6506)

JAGUAR
HENLYS, Ltd.
ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1 (Grosvenor 2287).
ENLY House, 385, Euston Rd. N.W.1. (Euston 4444).

MANCHESTER, 1-5, Peter St. (Blackfriars 7843). (0153)

COOMBS & SONS (GUILDFORD) Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catharine's Garage, Guildford 62907-9. (4236)

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080, Deansgate, Manchester. Tel. Deansgate 4507. (0391)

JOWETT
H. M. BENTLEY & PARTNERS.

JAVELIN, Jupiter and Bradford main agents.
SPECIALISED sales, service and spares available.—Sackville House, 40, Piccadilly, W.1. Regent 0640. (3568)

SALES and Service.
CLARKE'S OF FIBRIGHT, automobile engineers.—Fibright, Surrey. Tel. Brookwood 2301-2-3. (0279)

NEWNHAMS, Ltd.
JAVELIN and Bradford main agents, sales and service specialists.—Newnhams House, 235-9, Hammer-smith Rd., W.6. Riv 4446. (0306)

HAROLD RADFORD & Co., Ltd.
JAVELIN and Bradford main Agents.

SALES and Service.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6242 (5 lines).

COME to the specialists for anything Jowett.
ORDON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. (0581)

JOWETT.—East Surrey's leading agents for Javelin and Bradford vans.—Carr Bros. High St., Purley, Upland 1812. (0279)

ARNOLDS, of Manchester, main agents for Jowett cars.—William Arnold Ltd., Upper Brook St., Manchester 13, Ardwick 4361-7. (0668)

KINGSTON-ON-THAMES main agents for Jowett, Javelin and Bradford vans.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. (6630)

JOWETT main agents for Manchester.—Saxon Jeteries, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20, Tel. Dtd. 3446-5340. Spares in stock. (0422)

WIMBUSH & Co., Ltd., Headfort Place, S.W.1, offer complete service and spares for Bradford and Javelins.—Service, Sloane 0151. Sales, Abbey 6896.

KAISER FRAZER
KAISER FRAZER concessionaires for Great Britain, parts and service.—Steele, Grimley & Co., Ltd., Camberville Green, S.E.5. Rodner 2201-8. (0334)

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COMPLETE CAR SERVICE, Ltd., specialise in engine reboring, sleeving, line-boring, replacement and remounted bearings, crankshaft grinding, 24-hour service, trade enquiries invited.—Shandon Road Garage, Clapham Common, S.W.4. Tel. Tulse Hill 4505. [0515]

STANTON & SWEET (Battersea 5504-5).—Crankshaft grinding and cylinder boring, piston and bearing stockists; specialists in overhauls of diesel engines; con-rods remounted, line boring of main bearings, surface grinding and valve inserts fitted.—228, Garratt Lane, S.W.18. [10068]

REBORE and new piston complete, any type, any year, bore up to 80mm; our best Lo-Ex aluminium alloy used; quickest delivery and satisfaction a foregone conclusion.—Sylcum Pistons, Ltd., Hazlemere Rd., Penn. nr. High Wycombe, Bucks. Tel. Penn 2355. [19436]

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EXCELSIS (ENGINES & GEARS), Ltd., Exceles Works, Oakmore Lane, Chertsey, Surrey, Tel. Chertsey 3369. [10195]

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ALUMINUM cylinder heads for performance and economy: "Alta" Austin 7, £5/10; "Silvertop" Austin 8, £5/10; Ford 8 and 10, Morris 8, £5/18/6; Series 2, £6/12/6.—Derrington, 159, London Rd., Kingston 5621-2. [4310]

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S.U. CARBURETTORS and pressure pumps. SERVICE tuning, repairs. SOLE distributors.

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common, Acton, W.3. Tel. Acton 2489. [00772]

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COX-ATMOS economiser ensures more m.p.g. and reduced engine wear.—Cox Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [00356]

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ZENITH replacement carburetors and spares, official Zenith service station.—Milestone Service Garage, Ltd., 306, Friar Rd., Bexleyheath, E.17. [00772]

KENT'S leading carburetor agents stock Zenith Stromberg, S.U., Solex service units, spares, all makes, trade supplied.—Burtons, Duncan Rd., Gillingham 5194. [0340]

SOLEX carburetors and spares, major stockists of new and reconditioned carburetors to suit all vehicles, private and commercial; terms for trade as from makers.

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UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1 official carburetor service depot for Carter, Zenith, Stromberg and S.U. carburetors.—Tel. Grosvenor 4141. [0506]

SOLEX carburetors.—Lamb's (rest. 40 years), are a major service station for Solex carburetors and have in stock all types from 1932 onwards.—Standard House, Southend Rd., Woodford Green. [5130]

PRESTAL Lubricator although designed to prevent piston and cylinder bore wear, has proved its value in improving m.p.g. by up to 15% with octet performance.—Lanett from Starting Lubricators, Ltd. 7-9, Clarence St., Richmond, Surrey. Richmond 3395-6.

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CLARE'S MOTOR WORKS—Exchange service, reconditioned dynamos, starters and magnetos, etc., and all electrical equipment; over 10,000 machines actually in stock; quotation by return for repairs or replacements, quick service; established 27 years.—96, Tulse Hill, London, S.W.2. Tulse Hill 6002 and 6507. (0864)

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HUMBER Super Snipe £25; Hillman Minx. £25; Talbot 10hp, £25.

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BLACKBURN HILL GARAGE, Ltd., Blackbird Hill, Kingsbury, N.W.9. Tel. Colindale 6134-5 and 4465.

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BUGATTI engine or parts type 37, 37a, 40, 43 or 44, also front, back axles.—Reply Box 4719. (5481)

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AIR compressors special modified high efficiency Hymatic single cylinder 2 stage air cooled, maximum output 850lb 2 1/2 cu ft, complete with pulley for 1/4in V belt, 24/10, delivery 5/8, £4.50.

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"SPRAYING Handbook" 1950 car, caravan, motor, dustrial, domestic, storing, flock, leather, spraying; 3/6, post free; catalogue of paints and plant hire free.—Leonard Brooks, 19, Harold Wood, Romford. (0768)

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FORD owners at Nordex Independent front suspension to your car and enjoy 100% cornering and road holding, immediate delivery; price £24/10.

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TAILOR loose covers for all cars 1935 to 1949, popular colours, perfect fitting, complete protection for upholstery, immediate delivery.—Quinn, Crossways, Hexable, Swanley, Kent. Tel. Swanley Junction 2405. (5143)

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WOOL Floor Carpets to fit any model; state hp, year, colour, delivery.

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CR—New 6in spot or fog lamps, all chrome, domed glass with built-in 12/6, post 8d.

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CR—Hand pumps 6/6, extra heavy, with 4ft connector 7/6, post 1/-, extra strong foot pumps 19/6 and 24/6, post 1/-.

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CR—New ball-roller races, tremendous stocks at low Government surplus, lists available, send trade card.

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CR—Dunlopillo cushions for comfort, 15x15x1 1/2in, 9/6, post 1/-.

CR—Glas battery chargers, 8 or 12 volt, 1 1/2 amp 37/6, 1 amp 85/-; carriage and packing 1/6.

CR—Special offer, set of 5 drop forged alloy steel ring spanners, Whit. 1 1/4in to S.A.E. 1 1/2in 25/6, post 1/6.

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CR—Number plates, aluminum raised and polished numbers, extra heavy long or square, 17/6 pair, post 1/-; 24 hours' service.

CR—Sun compression testers, 0-200, worth 70/-, our price 39/6, post 1/-.

CR—Brand new ex-Govt. holdall, 14x9x4in, 13in zip, light green or white only 7/9, post 13d, wondrous value.

CR—Brand new ex-Govt. holdall, 14x9x4in, 13in zip, light green or white only 7/9, post 13d, wondrous value.

CR—Best quality new leather cloth cushion covers, press stud fastening, 14 1/2x14 1/2x3 1/2, rounded nose, 4/6, post 8d.

CR—Brand new ex-R.A.F. zip holdalls, ideal all-weather purpose travelling bag, finest quality canvas waterproof cover, all interior flaps, size 16in x 8 1/2in, wondrous value, 25/-, post 1/-; hundreds of other bargains; write for list.

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CR—EXPORTERS' factors, huge quantities of ex-Govt. surplus to be cleared at knock-out prices, write for M.S. A5 export list.

CLAUDE RYE, Ltd., 695-921, Fulham Rd., London, S.W.6. Renown 4246. (5314)

PARTS AND ACCESSORIES

MISCELLANEOUS

BERKSHIRE roof luggage rack, one only, new, unused; £5.—Bell, 22, Beckenham Grove, Shortlands, Kent. [4747]

SUPER X.L. oil 5-gall. drum £1/5 free delivery, cash with order.—British Star Oil Co., 65, Highbury Park, London, N.5. [5165]

21—5-gallon drums Super "XL" and "XKL" oil, carriage 5/—, Witham's, Ltd., 18, Balmham Hill, S.W.12. Battersea 3200-3769. [0745]

60 G.E.C. mercury vapour fittings, complete with lamps, chokes and condensers, for sale; perfect condition.—Box AS15, L.P.E., 110, St. Martin's Lane, W.C.2. [5583]

BALLOON fabric car covers, new, waterproof, untearable 8hp 40/-, 10-14hp 60/-, 16-24hp 80/-; goods sent on approval against c.w.o.—H. C. Briggs, 60, Belle Vue Rd., Walthamstow, London. [1961]

LATEX Foam Cushion Pads, 18in x 21in x 1 1/4in, 7/6 each, post 1/-; 17in x 4 1/2in x 2 1/2in 2/6 each, post 6d; bucket seats and all type trimming materials.—Robert Hiddle 24, The Chessis, Coventry. [3098]

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RUNNING boards and mudguards, most makes in stock.—Brooks & Co., 85, Queen's Rd., Brighton. [10432]

NUMBER PLATES

NUMBER plates.—"Numo," the superior pressed aluminium plate of heavy gauge; 24-hour postal service.—Taylor's, Mark Rd., Wolverhampton. "Numo." Tel. 21019. [10607]

PARTS AND ACCESSORIES

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WE are now dismantling: 1938 Morris 14, 1935 Packard 33hp, 1936 La Salle, 1936 Lanchester 14, 1934 Triumph 12, 1934 and 1935 Humber 12. Our large stock of new and second-hand components covers most makes from 1924-1950.—Try our unrivalled service: 42, South Lane, New Malden, Surrey. Tel. Malden 1895. [10013]

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FOR all the following vehicles let us quote you first: all enquiries answered, prompt mail order service.

ARMSTRONG SIDDELEY, 1933-6; Austin 8, 12, 10, 4 Utility (ex-W.I.); Bedford van ASYC, 1934; Buick 25hp N.A. series; Chevrolet (ex-W.D.) 4-2 and 4-4; Chrysler, Wimbledon, Kent. Royal and Kingston; Fiat 500 c.c.; Hillman Minx, 1932-39; Humber 12hp, 1935-6; 1934-7; Standard 8, 8 1/2 and 12; Sunbeam 25.4, 1933; Triumph 7 and 8hp, Gloria and Dolomite; Vauxhall 25, 1937; Wolseley 10, 1937 5/2; Wolseley 21 and 25, 8/2 1936-7; Wolseley 21/60, 1934-5; Morris and Wolseley and springs, all models (all years).

AUTO ACCESSORIES, 29, Whitehorse Rd., Croydon, Surrey. Tel. Thornton Heath 4566. [1997]

EXPORTERS. [0420]

KIRTON, Honiton, Devon and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps; exporters and factors of new surplus and second-hand components and accessories; write us for everything. [0420]

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THE BRAMBER ENGINEERING Co., Ltd., Springbok Works, Waterloo Rd., Cricklewood, London, N.W.2. Branches: Willand, Devon; James St., Glasgow; Lixyptia, Rhonda, Glam. Wire and pressed steel rebuilds and conversions; chassis frames; rear axle casings. 10643

BUSINESS AND PROPERTY, SITUATIONS, BOOKS

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FREEHOLD Filling Station, cafe, restaurant, licensed caravan site and main line, 5 miles Oxford; 20 permanent lets, well equipped modern cafe, separate unit, 2 super bungalows, repairs agency, the whole producing more than £3,000 p.a., n.p., price for the entire business, including freehold property and 3 acres of land, and all the valuable equipment all at £19,500.

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TAXI business for sale, 3 licensed Austin taxis with meters, 1 Daimler Hackney, Maidenhead district.—Box 4485. 15394

OWNEERS of garage businesses wishing to retire should contact Business Brokers, 18, St. James's Place, London S.W.1. (Regent 4720.) Many buyers available. 10148

GARAGE business for sale on main road (A-50) large Somerset town, very substantial and extensive premises, including large dwelling-house, main distributors for several well-known makes of car, a thriving business widely known throughout the west; price for freehold and goodwill, £25,000; stock and equipment at valuation.—Partners from Sole Agents, Palmer & Snell, Ltd., Yeovil. (Tel. 25.) 15139

BUSINESS AND PROPERTY

FOR garages and motor businesses, vendors or purchasers should always consult the specialist agents.—John Swait & Sons, Ltd., 34, The Mall, Ealing, W.5 (Ealing 2865).

DEVON.—Country garage, well equipped, 5 petrol pumps, showroom, office, main road frontage, petrol sales 25,000, hire service, main agency, acre land; freehold or lease; furnished caravan included. £6,500.—Box 4688. 15426

GODDARD & SMITH will be pleased to forward particulars of garages and filling stations in all parts of the British Isles upon receipt of enquiries to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721. (3 lines). 10290

KENT.—Important position 3 miles good market town, valuable garage premises and business, with 6-roomed house adjoining; £5,000, including freehold premises, goodwill, trade effects, pumps, etc.—Geering & Colyer, Ashford, Kent. 15143

PREHOLD garage and house, main road, frontage approx. 100ft., main water and electricity, N.W. Sussex, 4 electric pumps, 4 hire cars, well equipped garage; car sales; present owner 12 years; price £15,000; stock at valuation.—Write Box 4647. 14813

BUSINESS AND PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

GLADDING, SON & WING, chartered surveyors, 8-11, Pavilion Buildings, Brighton. Tel. 3294.
SUSSEX.—Main road filling station; £4,500.
KENT.—Main road filling station; £4,000.
ESSEX.—Motor engineer's business; £4,000.
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LOUCESTER.—Modern main road garage; £25,000.
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FURTHER particulars of above and other garage businesses for disposal from Gladding, Son and Wing as above. [4778]
WILTS and **Glos** borders on trunk road: old-established family garage business available, 4 electric pumps; repairs; optional car hire and lorry business; 1 garage workshops, living accommodation. Further details from Hobbs & Chambers, Auctioneers, Cirencester. (Tel. 62/63.). [4890]
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BUSINESS AND PROPERTY

DORSET.—Freehold country garage filling station with house and land 2 acres, 3 pumps, fully equipped, everything £2,500; another in country town with showroom, equipped workshops, 3 pumps, convenient flat, good lease, rent £150, price £5,500.—Apply Church, Howard & Hills, Ltd., 39, New Rd., Richmond. Tel. Ric. 5050.
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ROLLS-ROYCE trained chauffeur/mechanic for specialized cleaning and maintenance, excellent salary, London district.—Box 4666. [5164]
SALESMEN required to call on garages in London area; permanent positions offering excellent prospects; own saloon car essential.—Write Box 4546. [4221]
CAR sales representative, must have car, selling experience; send fullest details, and photograph which will be returned.—Martin Walter, Ltd., Folkestone. [5679]
FIRST class motor mechanics wanted, must have pre-war experience.—Apply Service Manager, G. W. Wilkin, Ltd., 84, Eden St., Kingston. Tel. Kingston 2241. [1576]

SITUATIONS VACANT

MIDLAND company requires senior design draughtsmen with first-class experience on steel and aluminium car body design; salary of £12 p.w. is offered to qualified men.—Please reply, stating age and full details of experience to Chief Project Engineer, Box 4674. [4895]
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VANDERVELLS Service Station have the following staff vacancies: One fully skilled motor mechanic; one lubrication service operator; one petrol station salesman; all must be experienced drivers and have good references.—Apply Staff Manager, 215, Haverstock Hill, N.W.3 (Belshire Park Underground). Primrose 441. [5028]
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BOOKS, ETC.

8000 instruction manuals, misc.-loan, s.a.e.: manuals bought.—G A Final, 15 Washleigh Hill, Chesham, Bucks. [7610]
HANDBOOKS of cars and motor cycles, also good assortment of maps at all Halford branches in England, Scotland and Wales. [0085]
INSTRUCTION Book for 1935, Triumph 10.8hp urgently required.—C.C.A. Motors (Reading), Ltd., 576, Oxford Rd., Reading. Tel. 3128. [16611]
VIVIAN GRAY, The Motor Enthusiast's Bookseller, 500 books about automobiles, motor cycles, racing; catalogue free.—Lucas Ave., Haywards Heath, Sussex. [0767]
DYKES Automobile Encyclopedia, invaluable for garages, motorists, students; 1,481 pages, 4,600 illus., new 1950 edition; over 500,000 copies sold; descriptive leaflet free.—Thomas & Co (Date), 111, Buchanan St., Blackpool. [0499]

HOTELS, AUCTIONS, TENDERS, ETC.

HOTELS

BOURNEMOUTH.—Cranbrook Court Hotel, Surrey Rd., h. & c., ex. fd.—Westborne, 61458. [5416A]
BROADSTAIRS.—"Clovelly." Guest House, Granville Rd., from 5/6s.—Tel. 1460; 3 min. sea. [5420]
ROSS-ON-WYE.—Marian Sykes Guest House offers modern comforts amid restful surroundings; brochure.—Tel. 355. [3029]
BEXHILL-ON-SEA.—"Antrim House," Jameson Rd., 1 min. stn., sea, hops; personal att.; from 5/6s.—Write for brochure or Tel. 1883. [5415]
SIDMOUTH (near).—Hillside Guest House, Newton Pophoof; for comfort and good food; ideal centre for Devonshire holidays; brochure. [3772]
HASTINGS.—Suffolk House Hotel, Dane Road, St. Leonards, renowned comfort and cuisine from 18/6 daily; 45/6 weekly.—Tel. Hastings 3715. [5207]
CHANKLIN.—Craigmere Hotel, still time to book June or early July at this lovely hotel on Cliff Walk; excellent cuisine; thoughtful service; 7/6 signs.—Tel. 2940. [5421]
WESTON-SUPER-MARE.—"Petra" Guest House; first-class appointments; unrivalled views; noted for all comforts, good food, congenial atmosphere.—Hayman, Tel. 854. [3778]
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HERTFORDSHIRE CONSTABULARY
SALE OF POLICE VEHICLE

THE following Police vehicle is available for purchase and may be inspected at Police Headquarters, Hatfield, between 12th and 16th June, 1950:
1947 Wolseley 18hp car JAR 436.

TENDERS for the purchase of the vehicle should be addressed to the Clerk of Standing Joint Committee, County Hall, Hertford, in a sealed envelope endorsed "Tender for Police Car" and should reach him not later than 26th June, 1950.

THE HERTFORDSHIRE COUNTY COUNCIL

invite tenders for a number of surplus vehicles comprising Fire Engines, Ambulances and Trucks, etc. which are now at the Purchasing Department, The Old Rectory, Hertford. Inspection may be made by persons interested Monday-Friday inclusive on application to the Purchasing Officer. Tenders must be enclosed in the envelope obtainable at the above address and must show the offer for each individual vehicle tendered for and be received by the Clerk of the County Council not later than the 21st June, 1950. The County Council do not bind themselves to accept the highest or any tender.

TENDERS

FOR SALE BY TENDER
By order of the Liquidator re. Ascom Motors Limited.
(In voluntary Liquidation)
WESTON SUPER MARE
BRIDGE WORKS, DROVE ROAD.
LALONDE BROS. & PARHAM
HAVE received instructions from the Liquidator to offer for **SALE BY TENDER, THE MOTOR ENGINEERING MACHINERY & PLANT**

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TANGYE (80 & 30 ton) **HYDRAULIC PRESSES**
BLACK & DECKER VALVEMASTER RE-TACER Rapid power hacksaw. Revolving engine stands. Steel work benches. **RAY SEIGH** MODEL BAND GRINDING & POLISHING MACHINE. **PADDON BORING BAR** with flexible drive motor. **PADDON THOMPSON CYLINDER BORING MACHINE**. Paddon semi-portable engine boring stand. **WHITEHEAD TWIN HEAD CON-ROU BORING MACHINE**. **CUTHBERT LINE BORING MACHINE**. Hand lathe motorised 9in centre. Kerry's high speed sensitive **VARIABLE DRILL PRESS**. Reed 15cwt portable **JIB CRANK**. Morrisport portable **BUFFER & SANDER R.H.J. SPEED FACER**. A.C. Plug and blast cabinet.
2 MAGNAFLUX MAGNETIC INSPECTOR. **APPARATUS**. Machine vices. **VARIDRIVE** TESTOMETER. 4ft diameter **C.I. Table Top**. Giant tyre fitting machine. Electric blow forge and **BLACKSMITHS' EQUIPMENT**. **WARD LA FRANCE HEAVY RECOVERY VEHICLE** with power-operated jib and winches. **2 GILBARCO CALCOMETER PETROL PUMPS**. **McLAREN-RICARDO DIESEL 55kW GENERATING SET** COMPLETE, and other interesting lots.

ON VIEW Mondays to Fridays from 10 a.m. to 4 p.m. by Special Appointment with the Auctioneers.

TENDERS will be opened by the Liquidator on Thursday, 15th June. For Catalogues and Forms of Tender apply to the Auctioneers:—

LALONDE BROS. & PARHAM, 18 Boulevard, Weston super Mare (Phone 84) and 64 Quai, Road Bristol (Phone 21331) or to the Liquidator: **C. G. ELLISON ESQ. A.C.A.**
MIDLAND BANK CHAMBERS, HIGH STREET, WESTON SUPER MARE.

Or to

The Solicitors:
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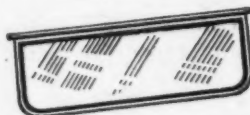
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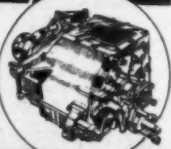
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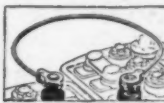
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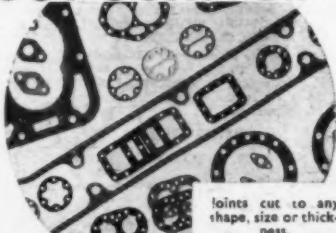
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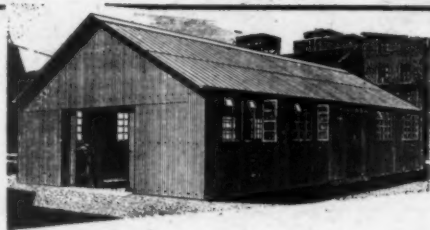
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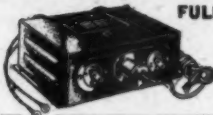
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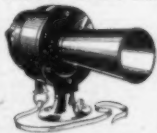
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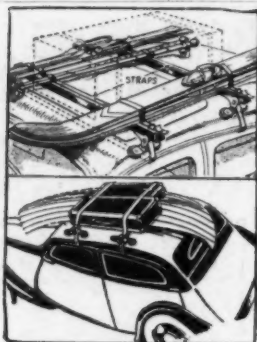
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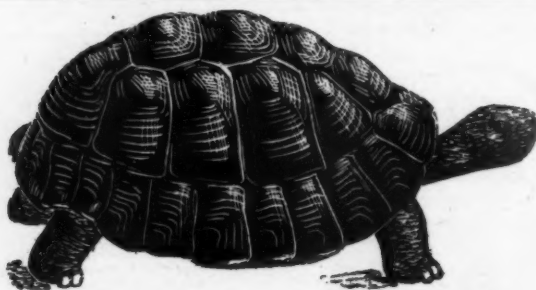
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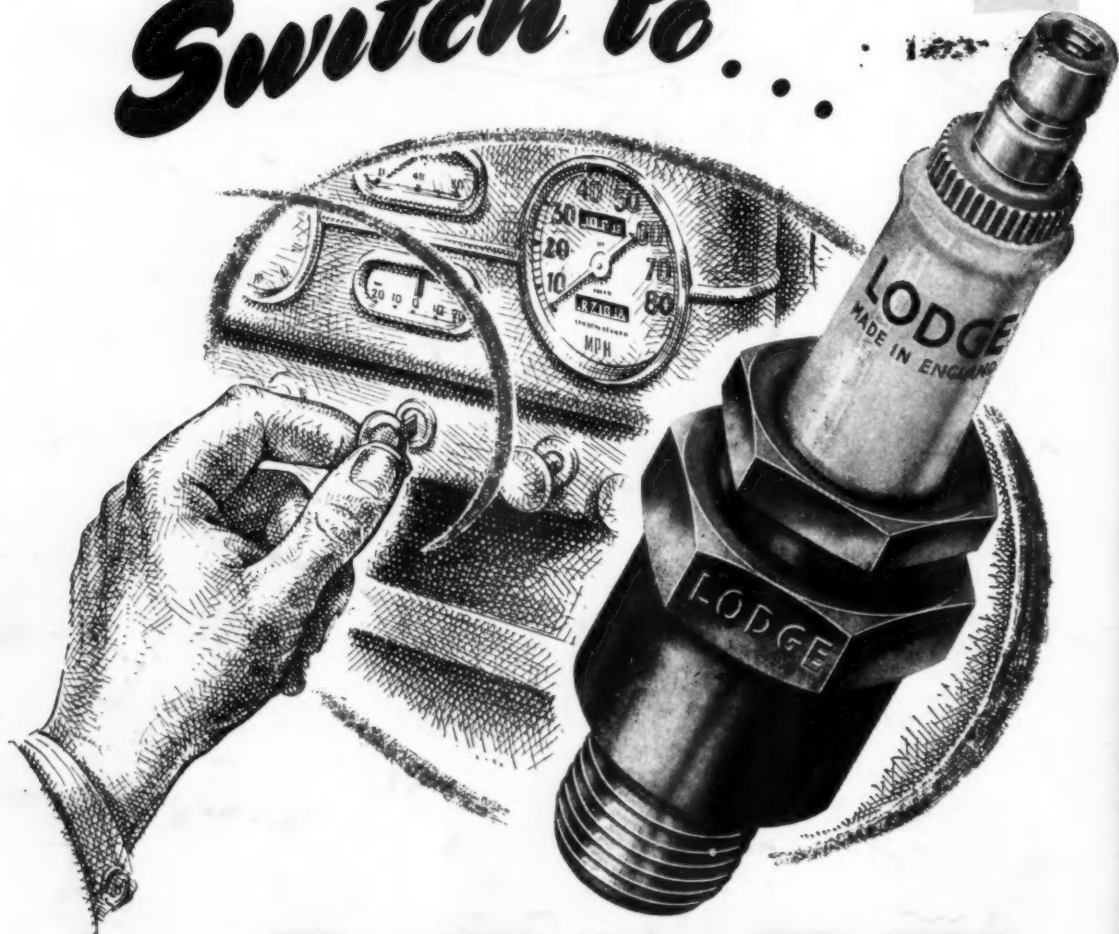
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